



Wallis  
Monoplane  
Built in  
Cambridge  
1910

Cambridge AVIATION Chronicle, by Mike Petty

Note: this heading includes non-Cambridge town stories

It does not seek to include stories about the RAF bases nor the detail of Marshall's airfield

Arthur Deck was one of the best-known inhabitants of Cambridge. Hundreds annually gathered on King's Parade to witness his quaint tradition of firing rockets at midnight every New Years Eve. As a young man he made balloon ascents including one from Fenner's when the balloon tore a slice off the pavilion roof. CWN 08 09 04 p5

E.P. Frost ornithopter recalled – 61 05 05b

Frost ornithopter photo 1887 – 61 05 12c

Royal Flying Corps history – feature – 62 05 17a

Balloon ascents – historical feature – 62 07 21

### **1898**

1898 06

Death Colonel Frost, West Wratting aviation pioneer [1.10]

### **1901**

1901 12 18

Mr Frank Cooper, an undergraduate of Clare College, made an ascent in a balloon from the grounds of the Welsh Harp, Hendon and dropped in a parachute from an altitude of 1,500 ft into the grounds of a private mansion about a mile and a half away. The parachute did not open immediately and the daring aeronaut had a dead fall of at least 300 ft after which the canvas inflated and then descended gradually. Mr Cooper is engaged in the study of aerostatics and intends to apply himself to the problem of aerial navigation, which he believes is possible by mechanical means CDN 1901 12 18

### **1902**

1902 01 28

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Dr F.W. Hutchinson of Cambridge made an ascent with Mr Gaudron, the aeronaut, from the grounds of the Crystal Palace in a balloon of 38,000 cubic feet capacity, to make observations with respect to the presence of bacilli in the upper reaches of the atmosphere. He took with him eight samples of sterilised gelatine and exposed them at different altitudes in order to capture stray microbes suspended in the air over London. These he intends to bring to Cambridge and cultivate, afterwards determining the nature of the bacilli he had collected. CDN 1902 01 28

Frederick William Hutchinson was born in 1868 and studied engineering at Cambridge University. He founded the Cambridge Autocar Co., Ltd., of which he was Manager and Director. He was also concerned with the design of the aeroplane in association with Edward Frost, described in Autocar July 1906 86 03 07

1902 08 12

All day the great mass of silk which was presently to make a journey to the skies was a source of deep interest. Around Parker's Piece where the balloon was taking its huge meal of 32,000 feet of coal-gas were rings of spectators. Slowly the gas inflated the silk, the aeronauts loosened the ropes and the balloon rose from the grass a graceful pear-like shape. After settling the final details Spencer gave the word for the two passengers to jump aboard, then with a startling rapidity the balloon leaped up and was soon several hundred feet above the earth. It first travelled in the direction of Hills Road but then, caught by a current of wind, sailed over to the Newmarket side. CDN 1902 08 12

1902 08 13

Enquiries were being made as to what had become of the balloon and her cargo which left Parker's Piece, where it had landed, and whether the two Cambridge voyageurs had returned safely. No one knew. One wag said that the quartet had been blown across the English Channel and landed at Dieppe. And there were those gullible enough to believe it. As a matter of fact the balloon did an hour's trip and covered 28 miles, landing in the grounds of Spencer's Grange at Great Yeldham in Essex c 02 08 13

### **1903**

1903 03 06

The well-known aeronaut, Rev J.M. Bacon, an old scholar of Trinity College said the afternoon of his first balloon ascent was a very boisterous one and it was only the consummate skill of Captain Dale that brought them safely to earth again. Not long afterwards Captain Dale was dashed to pieces and lost his brave life. He made one ascent to witness a wonderful shower of meteors when, instead of being up for two hours, he was drifting helpless for 10. His experiments in the use of a balloon in time of war and his races, carrying despatches against 70 cyclists, are well known and the graphic views which illustrated them made the lecture at Cambridge Guildhall additionally attractive. 03 03 06

### **1904**

1904 07 25

Residents in Cambridge were among the witnesses of a race between two balloons which started from the Crystal Palace. The first, named the Norfolk, contained Mr C.F. Pollock, D. Lloyd and J.T.C. Moore Brabazon and the second, the Aero Club No.1 contained the Hon C.S. Rolls, a former Cambridge man, Prof Huntingdon and Mr Frank Butler. Mr Pollock obtained a lead of several miles by trailing – keeping very low and trailing a rope along the ground – but this could not be done for long as a village had to be ‘jumped’. When approaching Bottisham it was very near the ground and a number of cyclists awaited the descent; their hopes were doomed when the occupants threw out a quantity of ballast and ascended to a good height. A safe landing was effected near Ely for one balloon and the second was captured by a motor that was sent to chase it. CDN 25.7.1904

1904 08 04

Sir – last Monday night I was cycling from Eltisley to Cambridge and some time before I reached Caxton I saw on the right a large bright circular red light which disappeared soon afterwards. Shortly afterwards I saw it again, but this time it was an orange colour. It soon disappeared, just as a lighthouse light would. Next time it appeared it was green. It kept on appearing until I was close to  
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Madingley. Later the moon rose in a directly opposite direction and I saw no more of the light. Can any of your readers explain? 'Curious' CDN 4.8.1904

**1905**

1905 07 08

Mr Hutchinson of Brooklands Avenue attached a pair of natural wings to a swinging balance and actuated them by means of an electric motor in the way in which a bird's wings move. Encouraged by the experiments he constructed a larger machine with wings of 60 feet square, the power being supplied by a petrol cycle engine. The results are encouraging but no actual attempt at unrestrained flight has been attempted due to the probability of an unpremeditated decent. Were it to be exhibited at the Mammoth Show what a 'draw' it would be.05 07 08b

**1906**

1906 01 24

Haverhill Gale Committee told the court they arranged to have a balloon ascent with a double parachute descent. Mr Bidmead of Plaistow, an aeronaut and balloon manufacturer, agreed to perform for £21 and sub-contracted Mr Mizen and his wife to make the jump. The committee provided the gas, labour and sand; Bidmead brought the balloon but it was porous and when the gas was turned on it did not fill. The balloon did not go up and they sued for their costs which including posters came to £10 12s. 06 01 24a & b & c

**1907**

1907 09 07

Arthur Deck, senior, is Cambridge's oldest balloonist. In 1877, when he made an ascent from York, he initiated the custom of throwing cards from a balloon with a request that they should be posted by the finder. At that time considerable nerve was needed to brave the almost unknown dangers of high altitude. His adventures have not been confined to this side of the channel: many years ago he made an ascent from Paris 07 09 07b

**1908**

1908 02 15

Some excitement was caused in Fulbourn by the descent of a large balloon with two aeronauts on board. Coming from the direction of Shelford it passed over the golf course and dropped into a field. The aerial travellers – one an old Trinity Hall man – said they left London at noon with Cambridge as their objective. The balloon was deflated and packed on a cart ready for the return journey per Great Eastern Railway. 08 02 15d

1908 10 09

A sensation was created at Sutton by the descent of a monster balloon near the Chain Causeway. It was the renowned 'Valkyrie' carrying the champion lady balloonist, the Hon Mrs Assheton Harbord which had been inflated at Battersea Park Gas Work hoping to sail as far as Peterborough. It landed without the slightest difficulty and was packed in a cart for conveyance to Sutton station. Mrs Harbord's motor car had followed the balloon for some distance but the chauffeur had lost sight of it so, after being entertained by Walter Haddock of the Brooklands, she took the train from Ely. CWN 08 10 09 p8

1908 11 13

Perhaps it will be some comfort to the party of revellers near Selwyn College the other night to know that the balloon they saw was a real one and the occupants living men and not huge white rats. It was the 'Daily Graphic' balloon on its unsuccessful attempt to reach Siberia and contained an old Trinity man, Capt E.M. Maitland. He says he distinctly recognised the Roman Catholic church and burnt some red flares as they passed over the town. CWN 08 11 13 p5

**1909**

1909

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University undergraduates built biplane in vacation – Flight Magazine May 1909, ebook 693

1909 02 19

Airships were the real menace, Burwell Rifle Club was told. Foreign nations had an immense number of them capable of living up in the air for 48 hours away from their base. They could carry half a ton of dynamite. They could not dodge over floating ironclads and attack them but they could drop dynamite into our naval dockyards and a navy without a base was not a navy at all. The authorities in the United States were very worried about them 09 02 19

1909 05 22

The unknown airship whose nocturnal wanderings in East Anglia have caused such a sensation is said to have been seen in Downham Fen eight days ago. Mr James Wilkin thought he heard the noise of a motor car but could not see one. His son said “Didn’t you see it! It was an airship!” Other people in the locality observed the mysterious stranger, which is said to have gone in the direction of Littleport 09 05 22

1909 06 04

Mr William Lack states that when he was in Taylor’s Lane, Swavesey, at 2.30 am, he saw a large object in the sky which had every appearance of being an airship. The object had a strong light at its head and another at its tail. It appeared to be passing towards Huntingdon along the line of the old road from Cambridge. A police constable however, who was patrolling at the same time, saw nothing of the apparition 09 06 04

1909 06 09

Concern that airships might land on Parkers Piece, fear that flag found on Midsummer Common was dropped from German airship [3,20)

1909 06 11

It is a surprise that Cambridge has long been immune from the raids of the ‘scareship’. There are splendid places such as the roof of King’s College chapel where a Zeppelin might find a lovely anchorage. Now a flag flaunting an eagle rampant has been picked up in the dead of night. This gaudy tinselled thing lies stowed away in the police station bearing the inscription ‘This flag, believed to have been dropped from an airship, was found on Midsummer Common’. Nervous readers should be assured that it is a flimsy trifle, two inches square, and it is thought improbable that the owners will return in search of their missing property 09 06 11

1909 06 25

Something strange was seen in the air over Knapwell. The policeman hurried to the scene on his bicycle where a crowd had collected, confident they had caught an airship. It proved to be a balloon which contained one passenger. The aeronaut’s name was not known but ‘C.S. Rolls’ was marked on the canvas and it is thought it came from London. The balloon was packed up and conveyed by horse and cart to Old North Road Station. 09 06 25

1909 07 10

Rumours of airship being built near Cambridge {3.21J

1909 09 17

At Oakington and all-British monoplane being built by Grose and Feary ... embodies patent stabilising apparatus – OF 09 09 17

1909 09 17

All Cambridge will soon be taking a deep personal interest in aviation. In a large barn at Oakington is the slim wooden skeleton of one of the first all-British monoplanes. The plane, which will soon be completed and ready for trial spins, is the joint work of Messrs A.M. Grose and N.A. Feary, two expert London engineers. It will be fitted with a 20 horse-power engine and has already been entered *Please make what use of this you may. Kindly remember where it came from- [www.mikepetty.org.uk](http://www.mikepetty.org.uk)*

for the 'Daily Mail' £1,000 prize for the first circular flight by an all-British aeroplane. They selected Oakington for the express purpose of dodging inquisitive Press but gave a courteous interview to the News representative CWN 09 09 17 & CWN 09 09 24

1909 09 28

Notes on Mr Frost's flying machine at West Wrating, now beyond recovery [3. 22]

1909 10 08

Oakington aircraft news – 09 10 08

1909 10 22

Shoppers had the unusual opportunity of seeing an aeroplane in the streets of Cambridge. It was an all-British monoplane invented and designed by Jack Humphreys, founder of the British Aeroplane Syndicate and one-time Cambridge resident. He had worked day and night at Wivenhoe to get the machine ready for the Blackpool meeting and had hoped to put it on the train there. Instead he had it towed to Cambridge but missed the turning at Station Road and had to drive through the narrow central streets until he could get back. A crowd of railway officials, crossing-sweepers and daintily-dressed ladies quickly clustered around it. CWN 09 10 22

1909 11 26

Mr Dennis, a man of the utmost credence in Isleham, states quite seriously that on Tuesday night he saw a floating light in the sky. Struck by the unusual spectacle he watched it proceed in a straight light across the railroad and on to Fordham. Mr Dilley, the Newmarket and Isleham carrier was on the road near Fordham at the same time but saw nothing CWN 09 11 26

## **1910**

1910 02 25

Mr F.C. Pruden has been experimenting with a new cycloplane which he has invented and which he kept in a shed at Needham Hall, Elm. The machine embodied some very novel ideas and great care was observed in keeping the thing secret. It was all but completed and a trial trip had been arranged but about midnight flames were seen bursting from the shed where the machine was stored along with a motor car. Both were completely destroyed. It is believed the fire was the work of an incendiary as villagers saw a man riding quickly on an unlighted bicycle. CWN 10 02 25

1910 02 25

A fine aviation ground is to be established Huntingdon on the site of the old racecourse due to the enterprise of a syndicate to be known as 'Aviation Courses Limited' who hope to have flying in progress during the Whitsuntide holidays. It will be started under the aegis of the Royal Aero Club supported by Lord Sandwich and a Huntingdon and Midland Counties Aviation Club will be formed. A grandstand is being erected, the Humber Company are erecting workshops and they anticipate the co-operation of the Bleriot School of Aviation. There will be periodical race-meetings and international gatherings of aviators 10 02 25o

1910 04 01

Huntingdon proposed aviation course proceeding and the first machine, a Bleriot monoplane has already arrived. The owner, James Radley has been granted permission to use the ground for trial flights OF 10 04 01

1910 05 20

Inspired by the Oakington aeroplane four young scientific instrument makers named Wallis, Knightley, Booth and Miller, all living in Chesterton, decided to build a flying machine. For their workshops they hired a large barn in High Street, Chesterton, where the machine now lies practically finished. The only thing that has been copied is the warping of the wings for steering which is a Wright patent. In the whole machine there not a single nail, but it is all fixed together with some 3,000 brass screws. It is expected that flights of about a quarter-mile will be obtained. It is throughout an all-  
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British machine and the first and only biplane that has been made in Cambridge, It is to be removed to Royston in a few days where some trial flights are to be made. If there are successful as is probable, an engine will perhaps be fitted to the machine OF 10 05 20  
Oakington aeroplane – 59 10 30a & b, f & g

1910 07 08

A peculiar accident occurred to the new Wallbro' airplane built by Messrs P.V. & H.S. Wallis during the course of a trial run. Through some means or other the machine turned a complete somersault and, although Mr P.V. Wallis, who was driving, jumped to the ground unhurt, the aeroplane suffered considerable damage. The machine, which is housed in a field near Abington, landed upside down. Messrs Wallis Bros are by no means disheartened through the accident OF 10 07 08

1910 08 06

Wallbro all-British aeroplane made by R.S. & P.V. Wallis, the Cambridge motor *cycle cracks*, was exhibited at the Mammoth Show in a large marquee and the engine and tractor were set going at intervals attracting an enormous amount of interest ... between 4,000 & 5,000 people inspected it. The committee decided that a flight should not be attempted owing to insufficient space for starting and possible risk to the public ... August - TT 10 08 06, CDN 10 08 02

1910 04 08

The first real flying machine ever delivered in Cambridge arrived at the Hobson Street garage of Cambridge Automobile and Engineering Company. It is an exact counterpart of the monoplane with which M. Bleriot flew across the channel. On Friday the engine, tractor and ignition were tested. It worked splendidly and developed great power, the screw creating a tremendous draught and exerting such a force that, although the machine had not its wings and tail fitted, it took half-a-dozen men to hold it down. 10 04 08a

1910 05 13

Snugly housed in a shed in the rear of a house in St Barnabas' Road reposes a brand new flying machine of the monoplane variety which has been designed and built by the Bros Wallis. The CDN had an opportunity of inspecting the machine and seeing the engine and elevating and steering apparatus tested. We came away greatly impressed with the graceful and workmanlike lines on which it is built. The machine embodies a number of novel ideas and is one of the lightest and strongest yet made. If not exactly the first flying machine that has been seen in Cambridge it is certainly the first one built in the town 10 05 13 a & b

1910 06 03

An Elm man told the court that two years ago he commenced to build a cycloplane. It ran on the lines of a bicycle or tricycle and if one pedalled hard enough it made it fly. It had planes and various things attached to it and was of considerable interest. But it was absolutely worthless as a flying machine. It was destroyed when its shed had been set on fire and now he was charged with defrauding his Insurance Company. 10 06 03 & a

1910 07 08

The new 'Wallbro' aeroplane built by P.V. & H.S. Wallis of 12, St Barnabas Road, met with a very remarkable mishap during the course of a trial run in a field near Abington. They intended to test the pulling powers of the engine and not attempt a flight but the machine suddenly rose completely off the ground and sailed along at a height of three or four feet. She continued to fly like this for several yards and then the back part was seen to rise in the air and the front to sink towards the ground. Finding himself unable to right the machine Mr Wallis stopped the engine and sprang out. The monoplane slowly turned a complete somersault, eventually landing upside down and there lay with its wheels in the air like some giant insect on its back. 10 07 08b

1910 07 29

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Cambridge Bank Holiday Mammoth Show in aid of Addenbrooke's Hospital. Exhibition of the 'Wallbro' Aeroplane fitted with engine complete but owing to lack of space and possible danger to the public a flight cannot be permitted. Thurston's electric bioscope. Firework Display – advert 10 07 29b & 29d

## **1911**

1911

Aviation at Hardwick, 1911 – exploits – 58 01 24b and 58 01 31c

1911 03 31

A scheme for the development of Port Holme, Huntingdon, as an aviation centre is virtually an established fact. Mr James Radley, who was the first aviator to use the meadow will play a prominent part in the undertaking. Hangars will be placed on the meadow near the Great Northern Railway where his original hangar was erected. Works have already been taken for the construction of aeroplanes and numerous sheds are expected to be erected shortly. Most aviators consider Port Holme to be the best aviation ground in England, easily accessible from London and the North 11 03 31f

1911 06 09

What were believed to be five aeroplanes passed over Cambridge for a few minutes on Thursday afternoon. They were at a great height and travelling at a rapid rate and were out of sight in about a minute and a half. When observed, two were first noticed. These were followed at some considerable interval by three others. One of the spectators suggested they were pieces of paper, and another that they were birds. But their colour – they looked perfectly white – the absence of lateral movement and their peculiar oscillating flight with occasional glides, seemed to contradict this idea. They crossed the town in a north-westerly direction, evidently moving at a great speed 11 06 09b

1911 07 28

Littleport Show held in the grounds of Highfield House was a gratifying success. A great many were attracted by the announcement that an aeroplane flight would be attempted and they were not disappointed. The machine – one of the Bleriot type belonging to the Midland Aviation Syndicate – was wheeled to an adjacent field and the aviator made several flights. He would have continued longer but for an accident to the propeller, one of the arms having broken in the course of a descent. The machine was exhibited in a tent until five o'clock when it was wheeled out. A force of police kept the crowd under control. A large field was selected for the start. The fen men, who had never seen an aeroplane before, described it as 'like a self-binder'. There was a large cheer when the aviator took his seat and started the engine. In the first attempt the machine travelled from one end of the field to the other at a height of about 15 feet. It then headed towards Lt Downham and rose beautifully while the crowd cheered. It had travelled some hundreds of yards when the aviator, for reasons best known to himself, descended in a field of corn. In order to facilitate a start for another ascent the aeroplane was taken to a clover patch. There was a considerable delay and the majority of the crowd had returned to the show ground when the machine was seen again to rise to 50 feet but then the aviator planed down to earth again. It did not descend so well as on previous occasions and it was reported that an accident had happened. A proportion of the propeller had broken off. This put an end to the flying and the crowd dispersed, satisfied that a flight had really been made 11 07 28c

1911 08 25

The proposed army manoeuvres have been abandoned due to the drought. This is a disappointment to local tradesmen. The tender of G.P. Hawkins had been accepted for the supply of bread to troops expected at Cambridge, Gt Wilbraham, Babraham, Fulbourn and elsewhere. Bicycles hired for the use of the advance party engaged in constructing telegraphs were returned to Robinson's bicycle showroom. The Royal Engineers encamped near Whittlesford station will take down the telegraph posts and wires already erected. Landlords of village inns have cause to regret the abandonment for the advance party of troops had evidenced a liking for a variation of camp fare. 11 08 25b [4,4,5]

1911 08 26

Plane designed by Lieutenant Holt & built by him & H Williams, Victoria Park, metal work done in University Engineering Laboratories, to fly in September; Holt, a graduate of Kings College has built 3 others which unsuccessful [4.3]

1911 08 11

A captive balloon attached by a steel hawser to a powerful traction engine, made a number of ascents at Cambridge Mammoth Show, giving passengers a magnificent view. The display culminated with a thrilling parachute descent from 1,600 feet by the famous aeronaut Captain Spencer. He dropped like a stone, then the parachute spread out and he floated down near Jesus College grounds. The balloon, freed from his weight sprang upwards, the sun glistening on its yellow casing before descending at Exning where it was the object of a great deal of attention from a large crowd 11 08 11 & a

1911 08 11

Alphonso Smith, one of the passengers along with Messrs King, Pamplin and Wallis in Captain Spencer's balloon describes the landing in a field near Exning. 'Some horses were greatly frightened and rushed about frantically, one breaking down a fence and escaping. Some oxen proved more sensible. They looked quietly on and took it all in. Many willing villagers squeezed the gas out of the balloon and were rewarded for their services. After ten minutes one of Mr King's drivers arrived in a motor car and we were rapidly covered back to the Mammoth Show in time to witness the splendid display of fireworks' 11 08 11i

An ancient certificate will stir memories of older readers who remember the Mammoth Shows. It was presented to Alphonso Smith, a boot and shoe maker, and records that he ascended in balloon 'Enchantress' from Cambridge on August 7th 1911 and descended at Exning one hour later. It is signed by Percival Spencer, aeronaut of Highbury whose other activities included parachute descents and airship flying. 56 07 06a

1911 08 25

There was considerable excitement near Histon railway station on Wednesday evening when the Army monoplane which has been manoeuvring in the district was seen flying towards the village. Not being at a great altitude, the queer-looking machine was seen quite plainly and the public had a good view of it as it hovered towards Dry Drayton before finally alighted at the military manoeuvres camp at Hardwick 11 08 25g

1911 09 01

A practical joker drove into Wisbech in a powerful racing car and announced that Grahame-White, the famous airman would fly into the town that evening. A large crowd gathered in a field selected for the landing but there was a high wind blowing and it was announced he had landed at St Ives. The crowds reassembled next morning and scores of cameras were placed in position. But the news broke that the whole thing was a hoax. The man had circulated the same story at March and crowds of people also waited there 11 09 01g

1911 09 01

Large crowds have witnessed successful flights during the week by the Army airmen encamped at Hardwick. Lieut. Cammell, flying his own Bleriot monoplane, was expected to arrive from Hendon shortly after dark on Friday night and petrol flares were lit on the camp ground which acted at once as beacons and as a guide to the most convenient place to land. But at Baldock he ran into a storm and was compelled to alight. He arrived early next morning. He later made another flight when the sight of the aerial monster combined with the noise it created terrified some farm horses. 11 09 01f

1911 09 01

Aviation is much too expensive to be enjoyed by the ordinary man. But Mr H.W. Holt, a graduate of King's College, has been building from his own patents a machine to carry one person. When finished the 'Dihehededral triplane biplane tandem' will be one of the lightest and smallest of flying machines. The greatest part of the metal work has been done by Mr Holt at the University Engineering  
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Laboratory and the machine is being erected on the premises of Mr Harry Williams in Victoria Park. It should soon be complete and ready for flying 11 09 01e

1911 09 01

Lieut. Barrington Kennett in his aeroplane descended in a field midway between the villages of Elsworth and Papworth, his flight being interrupted by the wind. Many people went to see the machine, a Bristol biplane no.F8 of the Air Battalion. He resumed his flight next morning, six or seven people being interested enough to view the start at 5am. The aeroplane rose gracefully as a bird and was soon out of sight in the direction of Huntingdon 11 09 01h

1911 09 22

Cambridge folk will regret the death of Lieut Reginald Cammell, the gallant Army airman who was killed at Hendon while flying a new Valkyrie machine. He had extensive service with army dirigibles but then took up the heavier-than-air type of machine and had flown a Bleriot monoplane to the recent Army Air Battalion encampment at Hardwick where it had been in a hangar for several days 11 09 22c & d

1911 10 13

Mr Moorhouse, who was recently an undergraduate in Cambridge, caused a good deal of excitement by making an unexpected descent on in his monoplane on Parker's Piece. He was flying from Brooklands to Huntingdon and was making a good trip in perfect weather when, on nearing Cambridge, which he at first thought to be Huntingdon, he found himself short of petrol. At Trumpington his monoplane was flying at a height of 9,000 feet and then commenced gradually to descend. Mr Moorhouse alighted near the large central electric light standard on Parker's Piece. An immense crowd quickly ascended, the airman's visitors including the Mayor (Ald. George Stace). With some of his college friends, Mr Moorhouse attended a performance of 'Niobe' at the New Theatre and for some hours the monoplane was the centre of attraction. Wheeled up by the University Arms, it was temporarily housed under a tarpaulin and protected by police. The next morning, with 20 policemen keeping the crowd 'clear', Mr Moorhouse left for Huntingdon. 11 10 13 CIPof

1911 10 13

Mr Moorhouse paid a second 'flying visit' to Cambridge. The footballers playing on Midsummer Common abandoned their game at once when the machine came into view over Castle Hill. The aeroplane looked as if it must come down among the crowd, but the airman managed the descent very cleverly, and, travelling a short distance only a few feet from the ground, eventually alighted very smoothly rather less than a hundred yards from the railings on the Maid's Causeway side. On his ascent the machine rose gracefully and easily over the trees and the river. It quickly attained a height of nearly 1,000 feet before he made a circle over Chesterton and then sped off towards Huntingdon, He is an intrepid young man of whom more will doubtless be heard in the future 11 10 13b

1911 11 03

The airman who made two wide circuits of Cambridge on Wednesday evening was Mr W.B. Moorhouse, who had flown from Huntingdon, whither he returned in the dark, guided by the flarelights on Portholme. The journey of 40 miles occupied 42 minutes – 11 11 03

1911 11 24

On Wednesday afternoon a monoplane was observed to be flying over the fields to the west of the allotments at Bourn, going in a northerly direction and apparently following the Old North Road. The airman seemed to be flying at a height of three or four hundred feet. Meanwhile work on the church tower is progressing. Outside the spire had been nearly covered in new lead sheeting and inside workmen are shoring up the tower above the great western arch. 11 11 24g

1911 12 01

The young airman, W.B.R. Moorhouse flew over to Cambridge and alighted on Butt's Green, departing two hours later. He took with him a parcel of shoes made for him by Frank Dalton of Bridge  
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Street that he'd ordered a week ago. Several improvements had been made in the monoplane since his last visit including a bottle labelled 'Cherry Brandy' fixed inside the 'conning tower' fitted up with a flexible tube with a mouthpiece so that he could take a 'nip' when so disposed. The news rapidly spread and several hundred spectators watched his take off. 11 12 01j

1911 12 08

Mr Moorhouse made a fine cross-country flight from Huntingdon aerodrome, landing at Northants County Golf Course. After lunch he made a circuit of several villages before returning. He found travelling slow and the cold was so intense he had to descend to a lower altitude. On Tuesday he made a flight by moonlight, making a number of circuits, descending safely by the light of petrol flares 11 12 08b

1911 12 29

Several Cambridge people cycled to Huntingdon to view the flying at Portholme Meadows. They saw two machines in the air and watched Mr Moorhouse make a beautiful spiral volplane (guide with the engine cut off), then give chase to some sea-gulls. The landing ground was practically flooded and when descending his machine entered the water, causing the tail to lift and turning it completely over. Down it went into the water with Mr Moorhouse in the well of the machine. Numbers rushed to help but before they arrived they saw the aviator come crawling out from under the plane and walk knee deep to a horse and trolley. He seemed none the worse for his involuntary cold plunge 11 12 29 also another plane crashes on landing

**1912**

1912

Military manoeuvres 1912, airships – feature – 82 09 24a

1912

Colonel Cody flew over Cambridge during Army manoeuvres at Hardwick, 1912 – photo – 39 09 30

1912 04 19

E.P. Frost letter of appreciation from Aeronautical Society on his retirement as president – 12 04 19h

1912 04 26

Mr W.B.R. Moorhouse covered the 80 miles between Huntingdon and Brooklands at a speed of a mile a minute. Steering a 50 h.p. Gnome engined Bleriot monoplane, the aviator started at 7.05 am, the weather being perfect. A little more than an hour later he was passing over Hendon but then ran into a thick mist at Hampton Court and had to descend to within 60ft of the earth in order to steer a good course. He made a safe landing at Brooklands at 8.25am. 12 04 26f

1912 06 28

A crowd of about 10,000 watched Mr H. Ewen, the 'Daily Mail' airman give a flying demonstration from the University O.T.C. parade ground. The Caudron biplane was wheeled out of the enclosure and the engine started up. He ran along the ground for about 150 yards then rose into the air amidst the cheers of the crowd. On reaching a height of 600 feet he flew over Grantchester and Trumpington. The wind was too treacherous for him to attempt any risky manoeuvres but the public were quite satisfied and cheered as he landed. Mr Ewen was called upon for a speech but felt he had given a 20 minutes exhibition and had done his task. 12 06 28e [1.16, 3.25]

1912 06 28

Some little excitement was caused on Saturday evening by several balloons travelling over Gamlingay in a northerly direction. One dropped within shouting distance and having ascertained its whereabouts, rose and floated away. The aeronauts were taking part in a long-distance contest from Hurlingham and some reached Yorkshire before descending. 12 06 28k

1912 07 12

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Nardini, the Italian airman, landed at Huntingdon after an adventurous journey from Birmingham. His destination was Hendon but he lost his way in the Midlands and ran into a terrific thunderstorm, his machine being buffeted in an alarming manner by the hurricane. Suddenly he observed an open space, and making a volplane landed by pure luck in the centre of Huntingdon aerodrome. The airman was almost frozen and his hands were numbed. The monoplane suffered some slight damage in the storm  
12 07 12h

1912 09 27

Mr W.H. Ewen who conducts the orchestra at the Cambridge New Theatre won fame as one of the first airman to fly to Cambridge. He founded the first flying school in Scotland and flew across the Firth of Forth in 1911. He made a flying tour on behalf of the 'Daily Mail' and chose Cambridge as his first stopping place, landing his Caudron biplane on the University Rifle Range, Grange Road on 27th June 1912 - CDN 30 09 27a, b & c

**1913**

1913 04 11

A new water plane designed and constructed at the Huntingdon Aeroplane Works by Messrs J. Radley and Gordon England was taken to the Port Holme in the hope of a trial flight. High winds made this impossible until Tuesday morning, when the breaking of a driving chain just as a start was being made, still further delayed operations. The first flight was made on Thursday, Mr England, covering about two miles at 20 to 30 feet from the ground, and demonstrating the power of the machine to remain in the air with only two of the three engines running 13 04 11 p12 CIP

1913 04 18

Percival Spenser was the first balloonist to take an active part in military aeronautics when his balloon was attached to an armoured-plated train drawn through dense tropical forests then released to rise so he could give the position of the enemy's forces. He made balloon ascents at the last two Mammoth Shows which will be long remembered. On the first occasion the balloon was carried to Exning and on the second Mr Spencer and Miss Spencer made a double parachute ascent and later ascended again, coming down near Manea Station. 13 04 18 p8 CIP

1913 04 18

Some excitement was caused at Cottenham by the descent of a balloon in a field of Mr Lewin's on the Oakington Road. There were two occupants who hailed from Farnborough and were out for military practicing purposes. The balloon was packed up and conveyed to Cambridge station by Mr F. Norman  
13 04 18 p12 CIP

1913 08 07

Colonel Cody killed; on visit to Hippodrome many years ago spend mornings on Midsummer Common with man-lifting kite – 13 08 07

1913 10 24

Future of aeroplanes – their part in war, lecture by Hiram Maxim, inventor of Maxim guns, to University Engineering Society. Considered helicopters, balloons and aircraft powered by steam engine 13 10 24 p5 CIP

1913 04 25

Sir Charles Rose, the Liberal MP for East Cambs, died with tragic suddenness in his motor car as he was returning from Hendon Aerodrome where he had taken a flight in a biplane. It had circled at a moderate height for seven minutes and on landing he said he had enjoyed the trip. The Coroner ruled that the excitement and exhaustion of the new experience had brought on a heart failure. An aeroplane was not suitable for those getting on in years. Aeroplaning should be left to the young, vigorous and robust. Sir Charles might have survived many years had he lived a placid and quiet existence. 13 04 25 p10 CIP

1913 11 14

The Bovril airship encountered a strong headwind while passing over St Ives and the pilots decided to land. But it was impossible to bring the machine to earth. Repeated efforts were made to descend but the airship refused to answer to the landing gear and they were compelled to remain aloft in a wind sufficiently strong to render the situation distinctly dangerous. It was not until within six miles of Cambridge that they were at length able to come to ground. The pilots set it down to some extraordinary atmospheric phenomena which cannot be explained. 13 11 14 p8 CIP

## **1914**

1914 03 07

School of Aviation to be established near Cambridge- [4.7]

1914 03 27

Mr John Edmund Thornely, the 17-year-old son of Thomas Thornely of Merton Hall, 'looped the loop' at the Eastbourne aerodrome. He is believed to be the youngest airman to perform this feat and the first Englishman to do so on a biplane. He intends to do so again, with and without passengers. A native of Cambridge, he was educated on the Army side of Malvern College and began training a year ago. He has always been interested in all forms of sport and is a good rider, a good shot and has driven motor cars in races at Brooklands – 14 03 27i & j

1914 05 22

Gustav Hamel monoplane - 6,000 people assembled in the Rock Meadow for sensational exhibition of flying in an 80 h.p. Morane-Saulnier of compact build. He circled above the field, skimmed the ground and then looped the loop to the accompaniment of loud cheering. Opportunity was given to fly with Mr. Hamel and the fee fixed with £5 5s. There were six bookings. 14 05 22 CIPof [1.25,4.2] 14 05 22k

1914 05 22

Mr. Hamel after his brilliant display at Cambridge he departed for Paris with the intention of bringing back a new Morane-Saulnier monoplane, driven by a 160 m.p.h Gnome motor. He is said to have left Boulogne at half past one o'clock, and afterwards to have been seen at Calais, but after that all traces of his flight have been lost. The weather in the Channel on Saturday was extremely unfavourable for flying. Search was made in the Channel and the North Sea by ships, but on Tuesday all hope was given up 14 05 29 CIPof 14 05 22l

## **1915**

1915 01 22

German Aircraft Raid. German aircraft made a raid on the East Coast on Tuesday evening and dropped bombs on Gt. Yarmouth. Sandringham, King's Lynn, Cromer and Sheringham. The accounts of the attacks vary in details, notably in regard to the number of people killed, but they agree on the main facts. The first attack would seem to have been made on Yarmouth at about half-past eight o'clock. It was too dark to discern the hostile craft, but nine bombs appear to have been dropped on the town and two people killed. A soldier was also injured, and several of the townspeople sustained wounds from broken glass. The damage to buildings does not seem to have been extensive. Subsequent raids were made on Sandringham and King's Lynn, and on Cromer and Sheringham, where bombs were dropped. Two people were killed at Lynn. The accounts in this case speak definitely of a Zeppelin. Whether the raids were made by the same aircraft cannot be said but a telegram from Amsterdam speaks of four German airships passing over the Dutch islands earlier in the day. 15 01 22 CIPof

1915 05 07

W.B.R. Moorhouse, airman, died of wounds 15 05 07 p4

William Rhodes Moorhouse, early flier – history – 65 08 14b

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1915 08 06

Playhouse to feature Capt Villiers' wireless airship to fly around the auditorium controlled by wireless apparatus from stage and bomb audience with balls 15 08 06 p4

1915 08 20

Down in field. —An Army plane came down recently at Thurling, in the neighbouring county of Northamptonshire. The pilot was Lt. Broughton, said to hail from Cambridge, who was on his way from Farnborough to Cambridge, and descended at Thurling to ascertain the locality. By a piece of bad luck he landed in a ditch, in the middle of a field 15 08 20 CIPof

1915 08 20

Cambridge aviator lands in dyke – Lieut Broughton lands in Thuring – photo – 15 08 20d

1915 09 10

Zeppelin Raid. The Press Bureau on Wednesday issued the following report; Three Zeppelins visited the Eastern Counties last night and dropped bombs. Anti-aircraft guns were in action. Aeroplanes went up, but were unable to locate the airships. Fifteen small dwelling houses were demolished or seriously damaged and a large number of doors, windows, etc., were broken. Several fires were caused but were promptly extinguished. There was no other serious damage. The following casualties have been reported: Killed 10, seriously wounded 20, slightly wounded 23, missing (believed buried in debris) 3. Incendiary and explosive bombs were also dropped in London. Total casualties in all areas: Killed 20, seriously injured 14, slightly injured 72 15 09 10 CIPof

## **1916**

1916 08 23

A captured German aeroplane of the Albatross type, the gift of the Government to the University. When the aeroplane is erected it is to be housed in the Engineering Laboratories when a small charge to view. The machine, is to remain in Cambridge as the property of the university. All the parts are here and the machine appears to be in good condition with the exception of the propeller, which was smashed, and a British one substituted for use in this country. The aeroplane is a two-seater Mercedes six-cylinder, 130 horsepower machine, and was used: for observation purposes only. The number is A374, and it weighs exactly a ton 16 08 23 CIPof 16 10 11 CIPof 16 08 23a [1.14]

## **1917**

1917

Cambridge School of Flying operated from field at Hardwick, had French Caudron biplanes – memories of visit in 1917 – 66 12 03

1917 05 16

Flight Serg. Frederic Slingsby, RFC, awarded Military Medal – was attacked by German, he fired 140 rounds then landed plane after pilot killed – 17 05 16g

1917 05 30

Future of aviation, E.P. Frost envisages transatlantic aerial ship with ten engines, fuel being picked up mid ocean; had been writing about such things in 1883 – 17 05 30b

1917 06 06

Cambridge School of Flying and Aerodrome Company Ltd at Hardwick is equipped with hangars housing five Tractor Dual Control biplanes; until recently was only open to military pupils but now training for pupils intending to enter the Royal Flying Corps or Royal Naval Air Service. The machines are Caudron biplanes. Frequently open for the public to witness exhibition flights – 17 06 06a; illustrated advert 17 06 06b

1917 09 26

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Stackyard fire at Eversden. Fire had broken out in the stackyard at the Manor Farm, Great Eversden. It was sad to see the corn stacks burning, and the stables and granary were burnt to the ground. A heap of nine ton of coal also caught fire. To add to the excitement, an aeroplane was seen hovering around, and descended in a field behind the fire. The airman had lost his bearings and thought the fire was an aerodrome. The volunteers were put on guard while the airman had a night's rest, and next day he started off for his destination. 17 09 26 CIPof

1917 12 03

Lighting offences at time of the Zeppelin raid, 19th October – 17 10 31a

### **1918**

1918 05 01

Aeroplane crash. Two men of the R.A.F. were up in an aeroplane ten miles out of Cambridge when some portion of the wings broke away & the machine came to earth. One man was found among the wreckage and the other about 20 yards away. An R.A.F. officer spoke at an inquest of seeing the machine stunting 18 05 01 CIPof

### **1919**

1919 05 05

Histon raised £13,800 and had plane named after it; account of its service when piloted by Cambridge man – 19 05 05b

1919 10 21

The Cambridge School of Flying started in 1916 and was open to those applying for commissions in the Royal Flying Corps for training as air pilots. A field was rented from Mr Lilley, a farmer in the old world village of Harston. Soon afterwards only cadets entering the R.F.C. were admitted. After the serious side was finished for the day it was natural that young men of high spirits should have an occasional 'rag'. They removed the sign from the village pub and fixed it to the gate of the church. An investigating policeman found his bicycle missing; it was found in the branches of the highest tree. The villagers were very tolerant and forgiving, friendships were formed and some found life's partners in this romantic old village 19 10 21b & c & d

1919 11 10

Undergraduate. M.P.'s son killed in aeroplane accident at Fowlmere – 19 11 10d

### **1920**

1920 09 01

Hardwick Aerodrome sale of airplanes and equipment owned by Cambridge School of Flying; planes including Avro two-seater, some damaged, sold cheaply; hangars – Ch 20 09 01b

1920 11 11

Air supremacy, discoveries will be made at Cambridge; when undergraduates fly – address to scientists - CDN 20 11 11

### **1921**

1921

Oxford v Cambridge air race established 1921 – feature – 90 12 20a

1921 02 16

Parachute descent by Major Orde Lees witnessed by several thousand in Huntingdon Road meadow – 21 02 16a, b

1921 08 24

Croxton air smash; two Duxford officers killed – 21 08 24a

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**1922**

1922 02 01

Squire Frost of West Wratting – obituary – 22 02 01c portrait – 22 02 01a

1922 08 12

Parachute jump from balloon at Cambridge by children of Captain Spencer the well-known aeronaut; came down at Burwell [3.24]

**1923**

1923 10 15

An Avro biplane was taking two passengers over Cambridge yesterday afternoon and when returning to the licenced aerodrome on Barton Road, the under-carriage fouled the hedge, causing the machine to fall almost vertically on its nose. The pilot was slightly injured. The passengers were uninjured and motored the pilot to the Evelyn nursing home where he was detained. The machine, which stands in the field in an almost vertical position, appears to have suffered but little damage other than that sustained by the under-carriage 23 10 15 [4.1]

**1924**

1924 03

Two planes collide Duxford, men killed [1.27]

1924 05 13

An aeroplane came to grief while alighting in a field on Barton Road, Cambridge, and the pilot and two passengers had a narrow escape from serious injuries. The plane was attached to Edward's Flying Service, which provides flights from a field off Barton road. It appears that the pilot was about to land and was manoeuvring for a position suitable to the direction of the strong wind when the engine stopped, and he was forced to land. The aeroplane crashed into a hedge and turned completely over, its back being broken 24 05 13

1924 05 19

A Belgian balloonist came down at Ely in a pond ten feet deep. He was taking part in a big race from Brussels for a £2,000 prize. He crossed the Channel during the night and had a very rough journey. His balloon is said to be the smallest in existence and the pilot had to stand all the time he was in the air. It came down at Norney farm and was pulled out by Mr Herbert Cross, an Ely farmer 24 05 19

1924 11 05

Four R.A.F. men had an exciting experience in an aeroplane crash at Barway. The Vickers Vimy developed engine trouble and a landing was made in a stubble field. For a score of yards the aeroplane ran along the ground at the rate of nearly 80 mph and all would have been well had not a four-foot dyke barred the way. The machine crashed into the opposite side of the dyke, its nose penetrating the earth. The impact caused the 'plane to swerve completely round and almost turn a somersault. Fortunately it rebounded on a even keel and the airmen were able to alight, only one sustaining slight injuries 24 11 05

**1925**

1925

Cambridge University air squadron formed [5.10]

1925 04 04

R33 airship passes over Cambridge [1.15]

1925 08 29

Duxford air crash, 25 08 29 p5, inquest 25 08 31, p5

**1926**

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1926 08 18

A Duxford aeroplane crashed on the Gog Magog golf course, killing the pilot. The fatality occurred on the first tee, the machine first hitting the road and crashing through the hedge; as it struck the ground it burst into flames and was soon reduced to ruins. Bullets were flying around all over the place. Some time after the accident the pilot's tunic was found with a fountain pen and letter, both only slightly damaged. His hat was found intact and inside this was his name. We understand he had recently inherited a large sum of money 26 08 18

1926 09 03

Capt Ronald Leavey, who was burnt to death when an aeroplane he was piloting crashed and burst into flames near Leatherhead, is not unknown to Cambridge. Two months ago he visited Cherry Hinton where he took many passengers up at different times for pleasure flights, and also accomplished many noteworthy feats of daring in the air. His untimely end will be regretted by all who met him 26 09 03

1926 10 30

Two aeroplanes from Duxford Aerodrome came down on Coldham Common, one being overturned and considerably damaged. One of the machines in a flight of five passing over Cambridge was observed to be in trouble. The single seater fighter had been engaged in firing practice at the Wash. He made a good landing, coming to rest near the bathing-place with just a buckled wheel. A similar machine went to its assistance but was not so fortunate; it struck some bumpy ground and turned right over, coming to rest flat on its back with the wheels in the air 26 10 30

**1927**

1927 04 19

Sir – there are a large number of persons of both sexes who are intensely interested in aeronautics and would welcome the formation of a light aeroplane club. Learning to fly in this way is moderately cheap and invigorating. This county specially suited for flying as in almost every village several fields may be selected which would make excellent landing grounds. – R.C. Jonas 27 04 19

1927 09 26

Duxford plane crash inquest, 27 09 26 p6

**1928**

1928 03 28

The largest bombing aeroplane in the British service, the "A" came down on Newmarket Heath and was exceedingly fortunate to make a safe landing. P.C. Bacon saw the aeroplane cross over Newmarket and turn back. It was evidently in distress for it had a strong searchlight turned on the ground as if seeking a landing and was firing red warning lights from its signal pistols. The descent was rather hurried and the plane bounced ten feet into the air from the impact with the earth. One of its two engines had ceased to work; mechanics put it right and stopped a leak in a petrol tank and the plane resumed its flight. 28 03 28

1928 09 10

Captain Harry Spencer, the famous balloonist, was killed while attempting to release a balloon piloted by his son which had descended on the roof of a house belonging to Rugby School. He became affected by the escaping gas and rolled off the roof. He was responsible for the design of the famous parachutes with which he made hundreds of descents and in 1922 his son and daughter, then 14 and 16 years of age, made simultaneous parachute jumps with him at Cambridge from a height of 3,000 feet. 28 09 10

1928 12

Aircraft collide, Whittlesford [2.9]

**1929**

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1929 03 16

The University Proctors have considered regulations for students who desire to use aircraft during term time. Undergraduates flying their own or civilian aircraft may lead to annoyance from low flying and accidents. A Light Aeroplane Club has already been formed which gives facilities for flying within a few miles of the University. Now no student may fly as pilot or passenger during term time without written permission from his parents and tutor. Those offending will be liable to be punished by suspension, rustication, expulsion or otherwise. 29 03 16 c

1929 03 26

The new edict with regard to flying by undergraduates is well timed. Conington aerodrome is used by the Aeroplane Club and now comes news of a private aerodrome for Cambridge. Marshall's, automobile engineers of Jesus Lane are opening it shortly. It is on the main Newmarket Road less than two miles from Cambridge. There is a railway station 200 yards away and a 20-minute bus service connection. One hangar has already been erected and the whole site is about to be put down to grass. Marshall's are agents for the de Havilland Aircraft Company and already have their own demonstration machine ready at the aerodrome. 29 03 26 c

1929 04

Cambridge Aero Club opens airfield at Conington [2.10]

1929 04 20

Visiting R101 at Cardington – 29 04 20

1929 04 27

Duxford aircraft crash - 29 04 27 p7

1929 05 15

Alan Cobham's flying circus plans; Varsity flying rules – 29 05 15, p5

1929 05 29

Flying pageant on Sunday opposed, 29 05 18 p7\*

1929 06 10

Cambridge air pageant for opening Marshall's, 29 06 10, p8

1929 06 11

Conington air thrills, p8\* 29 06 11

1929 06 11

Sunday air pageant, 29 06 11 p8\*

1929 11 01

The R.A.C. has decided to extend the benefits of its 'Get You Home' service to members of the Club whilst flying. It has hitherto provided a relief car free of charge for their members who have broken down on the road but a considerable number are now either owners of light aeroplanes or are members of flying clubs. Should any of them whilst flying be compelled to make a forced landing they will be able to send for an R.A.C. relief car and be conveyed to the nearest railway station. If the plane is of the folding wing type that can be towed on a public road the R.A.C. is prepared to pay for its conveyance to any town within the limits of the scheme. CDN 1.11.1929

1929 11 01

The giant airship R101 passed over Cambridge after a visit to Sandringham. It appeared shortly before three on its way towards Cardington. The great ship glittered in the low November sun as though made of silver and hundreds of people came running into the streets as they heard the noise of the engines. As it receded into the distance it appeared like some strange monster floating on the misty  
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horizon. At Newmarket races there was a cessation in the betting and all race glasses were trained towards the sky. CDN 1.11.1929

1929 12 14

F.A. Ridgeon, the Cambridge Town Football Club's inside left, travelled by aeroplane to Sussex for the F.A. Amateur Cup tie with Southwick. There was some doubt whether he could make the match owing to duties in Stamford preventing him from travelling by train. Hearing of his difficulty Mr D.G. Marshall of Aviation Hall generously placed his Moth aeroplane at his disposal. His son, Arthur Marshall, would have piloted the machine but he had gone on an air trip to Austria so a de Havilland pilot was engaged for the journey. This is, we believe, the first time an amateur footballer has travelled to a match by air. Cambridge won 2-0. CDN 14.12.1929

**1930**

1930 01 17

The R100 airship which made a long flight from Cardington in fog was seen as a fleeting but fascinating object over Swavesey. Emerging from the mist like a spectre of the sky, the giant vessel attracted admiring attention as the sun glinted on her silvery nose, which, approaching head-on, was turned into the semblance of a full moon. She circled round the locality before disappearing in the fog in the direction of St Ives. 30 01 17

1930 04 23

A News reporter experienced the thrill of looping the loop in the joy-ride aeroplane now giving flights from the Cherryhinton Road ground: "We bounced across the bumpy field and before I was aware of it we had left the ground. We climbed until I saw the hand of the pilot's altitude clock creep round to the 2,000 feet mark. Suddenly we seemed to be hurtling downwards at a tremendous speed and I felt I had left my tummie up above. I saw fields and roads above, then the sky came back over the top. I suppose we had been upside down, but it seemed as if it was the world that had turned over. It was great fun" 30 04 23a

1930 06 16

By the courtesy of A.G. Marshall of the Newmarket Road Aerodrome, who placed a plane at the disposal of the C.D.N., our representative was able to secure a bird's eye view of the bumping races. "I could hear nothing of the general buzz which must be going on by the river, only the roar of the engine and the voice of my companion through the speaking tube. He tells me he is regulating his height so that we are well in gliding distance of a landing place all the time. I am very comforted – I should hate to drop on Jesus or a crew just making a bump", he writes. 30 06 16 & 16a

1930 06 21

Aviation history was made when a Puss Moth aeroplane, one of the latest models of its kind, arrived at Cambridge airfield. It carried English oak caskets of samples of Leicestershire granite chippings. A cargo such as this has never before been transported by air. The idea of the flight was to further the interests of commercial aviation and to test opportunities afforded by this method of increasing sales 30 06 21aa

1930 08 12

The air exercises have begun and squadrons of fighting planes took off to engage in bitter combat. Until the very last minute of peace 250 aeroplanes were being secretly moved to vulnerable points and the men in command have been planning their attacks. Five night bomber squadrons, nine day bomber squadrons and 11 fighter squadrons will be engaged. Some are fitted with robot controls which can relieve the pilot for extended periods on long flights. 30 08 12

1930 10 06

Rumours of the R101 airship disaster were received with incredulity in Cambridge where thousands of people had seen it passing over. Early on milkmen and postmen had the story that it had crashed in flames, but details were lacking. Inquiries in London confirmed that the greater part of the passengers *Please make what use of this you may. Kindly remember where it came from- [www.mikepetty.org.uk](http://www.mikepetty.org.uk)*



and crew had perished and a special edition of the C.D.N. was issued. Amongst the victims was Walter Radcliffe, a rigger on the airship, whose wife is a daughter of the late Mr Charles Isaacs, the well-known Newmarket racing correspondent. 30 10 06b-e

1930 10 20

The 'Westland Wessex' three-engined six-seater cabin monoplane de luxe arrived at Marshall's aerodrome. A CDN representative, seated in a padded brown leather seat with arm and head rests found it glided so smoothly that he could scrawl down his experiences in his best hand. From the air the new estate at Milton Road gave the appearance of a toy town, King's College chapel was a landmark and the white-fronted Central Cinema very prominent. There is no vibration and the businessman can take his secretary, for letters and notes are typed with ease. 30 10 20

**1931**

1931

In 1931 Dr Norman de Bruyne, then aged 26, set up the Cambridge Aircraft Construction Company which produced the Snark, a rakish four-seat light, strong monoplane monoplane. The first flight was uneventful, apart from the engine stopping while it was flying over Cambridge, but it landed safely. It was held together with casein glue which had been used on all wooden aircraft. Then he set up a new company, Aero Research at Duxford where he developed Aerolite, formaldehyde glue which was used during WW2 for the construction of motor boats and transport gliders. In 1947 the firm became part of CIBA 87 09 11

1931 01 23

Huntingdonshire county council sanctioned the use of Wyton Aerodrome as a municipal airport. Some said it was wrong for the children at the nearby county sanatorium to have aeroplanes always buzzing about, especially if one crashed near the building. 85 per cent of the 120 children were from other districts and if parents knew there was an element of danger they would not send them. But it was an ideal site and were the council going to say 'We don't like it because it is going to frighten little children'. (Laughter) 31 01 23c & d

1931 04 24

A thrill of romance marked the departure from Marshall's Aerodrome of a gleaming silver Puss Moth monoplane bearing its bridegroom pilot, Mr A.G. Marshall, and his bride on the first stage of their honeymoon. He took his seat at the controls, the propeller whirled and the graceful machine glided forward. In the next few seconds it was rising steeply into the wind, while rain fell from a heavy cloud. The bridal couple however were quite cosy in the saloon cockpit. 31 04 24e

1931 06 19

An aerobalist was killed at the University air pageant. He was flying an Avro, looping the loop, rolling and spiral diving when the machine appeared to break and crashed to the earth. Mr Honour, ground engineer at Marshall's Flying School, said that tools were kept at the aerodrome for extricating pilots but some delay was caused as the machine was made of metal, not wood. He obtained a hacksaw to cut part of the wreckage and within 20 minutes the pilot was taken to Hospital, terribly injured. 31 06 19b

1931 07 17

Marshall's Aerodrome was visited by a party of continental airmen when ten planes, including two containing young ladies, flew in from Heston Aerodrome. After tea and a chat they left by motor coach for a hurried tour of the colleges before flying out again. It is the first time any private French and Belgian pilots have paid an organised visit to England. 31 07 17I

1931 07 31

A serious accident occurred during a performance by Capt. Barnard's aerial circus at Port Holme, Huntingdon following a passenger flight. A young woman had just been up for a trip and, on alighting, walked around the wings into the revolving propeller. The blade struck her left shoulder, *Please make what use of this you may. Kindly remember where it came from-* [www.mikepetty.org.uk](http://www.mikepetty.org.uk)

smashing the bone. It was not revolving at great speed, otherwise she would have been killed outright. The force of the blow stopped the propeller instantly. Despite the mishap the programme of aeronautics continued and the passenger flights proved very popular 31 07 31a

1931 08 21

A heavy, gusty wind and driving rain greeted Captain C.D. Barnard and his famous monoplane, the Spider, when he visited Cambridge. But when it abated a number of people took trips knowing they would be dry in the plane. 20 readers of the CDN had been given free tickets for a ten-minute flight and enjoyed the experience; one young lady laughingly remarked she felt 'a bit funny' coming down. 31 08 21e

1931 10 09

Glider built by Slingsby and Armstrong of Scarborough on display in Slingsby's workshop – photo – 31 10 09f

## **1932**

1932 06 22

The Prince of Wales landed in his red Puss Moth monoplane at Marshall's aerodrome. He jumped hatless from the plane, then donned a boater and drove to the Leys School where he opened the new squash courts and sports ground. On his return he was assisted into his raincoat in preparation for a lofty flight in search of a favourable wind before he stepped into his monoplane, soared gracefully aloft and headed for London. 32 06 22a

1932 07 29

Littleport was plunged into gloom after a fatal accident at the Show. A man died when his parachute became entangled in the rudder of the plane. The machine at once tail dived and drifted backwards over an oatfield. The right-hand wing struck the ground and the propeller dug into the soil. The pilot lay bleeding and about 30 feet from the tail was a mark caused by the body of the parachutist striking the ground. His wristwatch was still going. 32 07 29f

1932 10 01

Alan Cobham's Flying Circus visits Cambridge [1.17]

1932 10 14

Cambridge town councillors saw their constituencies from a new angle when they took the air in Sir Alan Cobham's big liner. He was visiting Marshall's aerodrome with his fleet of planes and many gathered to see his display. The Mayor was unable to be present and the deputy mayor preferred solid ground. When the party was about to take off it was discovered to number 13, so the County Chief Constable stepped into the breach and the plane both ascended and descended safely. They made a comprehensive survey of the town with its ring of new housing estates though the new County Hall looked more impressive than the huddled roofs of the Guildhall. 32 10 14a

## **1933**

1933 05 18

Hangman's Corner, Barton Road presented a scene of excitement when the British Hospital's Air Pageant visited Cambridge and all afternoon there was the incessant 'zoom' of aeroplanes 'taking off' and landing. All-in advanced aerobatics provided a thrill; the 'crazy' flying drew many a gasp whilst equally entertaining was the dancing to music by the tiniest machines in the show. Wing-walking and parachute jumping were presented, together with balloon bursting and a chase after a 'kidnapped' bride. One machine which caused amusement was Mr Heath Robinson's conception of a Chinese dragon: the 'flying motor cycle' 33 05 18

1933 05 19

Air pageant held at Barton Road [1.9]

Please make what use of this you may. Kindly remember where it came from- [www.mikepetty.org.uk](http://www.mikepetty.org.uk)

Pauline Gower and Dorothy Spicer were friends of Amy Johnson – indeed they had plans to go into business together, but when Amy continued her record flying the other girls set up a company to give joy-rides to the public, Pauline as the pilot and Dorothy keeping the plane in good trim. They joined the flying circuses which visited the Cambridge area in the early 1930s. The programme always began with a formation flight on which passengers were carried, so that everybody around would know there was an air circus in town. There would be balloon bursting, paper cutting, bottle shooting from the air – an endless supply of beer bottles lined up in front of a screen at which the pilot fired as she flew past. The bottle always smashed (but, say Harry, the gun fired blanks and the bottle was hit from behind the screen with a sledgehammer). Later in the '30's the girls based themselves at Hunstanton, living in a gipsy caravan on Searle's donkey field and giving flights to holidaymakers. Memories 3 Sep 1998

1933 05 26

Sir Alan Cobham's great air display at Marshall's Aerodrome showed all kinds of flying and many were the thrills his pilots provided. During a demonstration aerobatic flight with a passenger the plane dived and looped, twisted and turned and did everything a plane could do. But at the end the hardy individual who had decided to take the flight actually managed to walk without assistance and appeared to have enjoyed his literally hair-raising trip immensely. 33 06 01 33 05 26f

1933 06 08

A Newnham College student was summoned for dangerous flying. Mary Barnard said she had taken off from Marshall's flying school on a solo flight and descended to 1,000 feet over her College. But Dr John Bury, who had flown for five years, said she had descended rather rapidly, then flattened out and crossed Corpus Christi gardens at about 600 feet, he could read the letters on the plane quite clearly. As it was the first prosecution of its kind the magistrates decided to dismiss the case with a caution. 33 06 08a

1933 09 20

The pilot of a Gypsy Moth was summonsed for low flying at Fen Ditton. He had hired the plane at Marshall's aerodrome but then began 'hedge hopping', looping-the-loop and narrowly missing telegraph poles. Roy Fisher, the ground engineer at Marshall's waved a piece of white fabric to try and attract the pilot's attention and then Mr Marshall went up in a Puss Moth in an attempt to bring him down. They flew together but the man did not land with him. He told magistrates he had served in the RAF but was fined £5 33 09 20

1933 09 27

Flying-officer Norman Styche, who formerly lived in Fordham and Cambridge, was one of two men who perished when their bomber crashed at Bamburgh after a successful "battle" against the Home Fleet. Having attending Soham Grammar School he had got books on flying out of the library and learnt all he could. He had previously been in two crashes, but was unhurt in both. 33 09 27

## **1934**

1934

Site sought for aerodrome near Coldham's common [1.24]

1934 03 03

Marshall's Flying School had offered to buy Elfleda Farm, Fen Ditton for a public aerodrome, county councillors were told. Financially it would be a very good deal, giving them a profit of £3,000 for land they'd earmarked for smallholdings. But it was a very growing neighbourhood and the aerodrome would be a source of great annoyance to residents who didn't want these noisy things coming at all hours of the day and night. Mr Marshall would be getting a thunderingly good deal, others argued. The sale was agreed 34 03 03

1934 05 05

Air circus, Barton Road – 34 05 05, 34 05 07

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1934 05 11

Sky Devils air circus held, Barton Road [1.6, 1.8]

1934 05 15

Marshall's Flying School propose to carry out improvements to their aerodrome and had purchased Elfleda Farm through which the proposed Ring Road would run. They asked the Council to move the route slightly east. But the Surveyor said this was not possible. The whole of the land is zoned for dwelling houses and this would be have to be borne in mind if any proposals were made to them for further developing this aerodrome 34 05 15

1934 06 15

A student, Cecil Hutchinson, made a dramatic race against time to attend the Cambridge Entrance Examination. He docked at Cherbourg early today on the Olympic on which he had travelled from New York, then chartered an Imperial Airways taxi which arrived at Croydon at 8.45. After snatching a hasty breakfast he flew on the Cambridge where he arrived a few minutes before the examination was due to start. The ship had decided in mid Atlantic not to dock at Plymouth, from which he had arranged to travel by train, so he cabled his father who arranged the air taxi. 34 06 15

1934 07 11

The first air display by the recently-formed Ely Aero Club attracted 2,000 people to their flying field on the Downham Road. An attractive programme of aerobatics had been billed but was marred somewhat by the non-arrival of a number of machines. Despite this the crowd had plenty of thrills and many opportunities for joy riding. Mr H.R. Dimock was the first Ely citizen to own a private plane and his activities in the air had been watched with interest. The club hoped to have its own ground, own staff and own machines. 34 07 11

1934 09 13

Many thrilling flying feats were seen during Sir Alan Cobban's air display at Ely. The most popular machine was the multi-engined Handley Page 'Youth of New Zealand' in which passengers, seated in comfortable chairs in a roomy saloon enjoyed the experience of soaring over the Cathedral. Flight-Lieut Godfrey Tyson flying a 'Lincock' did aerobatics at high speed and took every liberty with the machine while Miss Jean Meakin's wonderful demonstration of gliding was outstanding and Ivor Price made a thrilling parachute descent. As a humorous item an old battered motor cycle was pelted with 'bombs' from the air 34 09 13

1934 09 22

A London pilot from the Klemann Air Services offered people flying trips in his blue Klemm monoplane from a field near the Gibbet Inn, Caxton. But he did not hold a proper licence to carry passengers for reward and the field was not approved as a regular place of landing and departure for aircraft. The landlord said the pilot had landed in his field and said he was looking to start a flying school. He had got permission from the owners, Paines the brewers, to put up an air indicator and applied to the Air Ministry for a licence which had not yet been granted. 34 09 22

1934 09 27

For the convenience of people wishing to travel to Newmarket races by air, the Stewards of the Jockey Club have approved the laying out of a private landing ground on the exercise ground north-east of the Rowley Mile Stand. It will be open each race day. No hangars have been erected but picketing gear and chocks will be available. Petrol and oil can be obtained by arrangement with Turner and Hore, Heath Garage. Charges will be two-and-six for landing plus one-shilling a head for all occupants 34 09 27

1934 10 02

Sir – since the demolition of the military aerodrome at the end of the war, Newmarket has taken a back seat in aviation activities because of the possible danger of aircraft upsetting nervous racehorses. *Please make what use of this you may. Kindly remember where it came from- [www.mikepetty.org.uk](http://www.mikepetty.org.uk)*

But the opening of the special landing ground on the Heath may dispel the fears of trainers. Newmarket has a bigger call for speedy air transport than most towns. Bury St Edmunds will soon become an airport, Cambridge has the advantages of a splendid flying school and there is an Aero Club at Ely. Now perhaps we may look forward to a local flying club here – Edward Milner, Heath Villa, Newmarket. 34 10 02

1934 10 16

Col Roscoe Turner and Clyde Pangbourn, the Americans, arrived at Mildenhall for the England to Melbourne air race. Their plane, a huge dull grey Boeing Transport, was the 15<sup>th</sup> to reach Beck Row. Another machine landed on the old aerodrome at Conington. No damage was done, the monoplane being forced down through engine trouble. The pilot was Mr Lowdell, and the 'plane has been entered by Lord Nuffield. Mechanics were at work on the machine early this morning. Competitors are to see a film of the route to Australia at Mildenhall Town Hall on Thursday. 34 10 16

1934 10 19

Mildenhall air race to Australia – 34 10 19, 34 10 20

1934 12 11

A young airman who set out from Marshall's aerodrome ended his flight in the River Thames which he chose as a landing-place in order to save his own life and those of many Londoners after he had nearly run out of petrol. He had landed at Cambridge in his Moth aeroplane but did not fill up with petrol then ran into fog on his journey home and got lost. To land on the Thames was the best thing he could have done, for a Moth tearing down a street at 50 miles per hour does not give people walking there much chance of escaping injury. His machine floated and he was taken off by tug. 34 12 11

**1935**

1935

Cambridge University gliding club formed - University Gliding Club celebrate jubilee 1960 – when formed in 1935 they used a horse to retrieve aircraft – 60 09 23e

1935 01 31

Gypsy Moth forced landing field Long Road – photo – 35 01 31

1935 03 01

A flight of three RAF aeroplanes were forced down near Cambridge. Two landed in rough fields near Dry Drayton and turned upside down. None of the pilots was injured. The other made a forced landing at Smithy Fen, Cottenham. The flight was of a very recent pattern single-seater fighters and had taken off from Duxford to practice for the Hendon Air Pageant. They ran into thick fog and received wireless instructions to make a forced landing. The squadron leader mistook a field of wheat for grass and turned his plane completely over on the rough surface. His flying helmet was covered with mud as a result of his skidding along upside down 35 03 01

1935 06 15

I dialled '0' and asked for Teversham 331. The answer came, "Marshall's Aerodrome". I said "How about that little trip we spoke of earlier". "Righto, come along at once. In a few minutes I arrived at the aerodrome and found a 'plane awaiting me. I tied my camera to a buttonhole in my mackintosh as we took off and made for Baitsbite where we could see the boats at First Post corner. Close co-operation between the pilot and myself was made easy by the speaking tubes and my helmsmen showed adaptability to the requirements of aerial photography, allowing me to obtain some interesting photographs. 35 06 15

1935 06 20

A number of readers of the 'CDN' saw the town from a new angle. Winners of our Free Flights Competition in connection with Sir Alan Cobham's air display went on a formation flight round the town. A number went up in the 10-seater air-liner while others took a 'flip' in the open planes which *Please make what use of this you may. Kindly remember where it came from- [www.mikepetty.org.uk](http://www.mikepetty.org.uk)*



take part in the display. The rush of air past the face, the thrilling sensation as the plane dipped and the sight of Cambridge spread out mosaic-like made for an exhilarating experience and the winners walked more jauntily after their trip than they did before it! 35 06 20a

1935 07 02

The largest number of British warplanes ever assembled in one spot have arrived at RAF Mildenhall for the Silver Jubilee review. Three hundred and fifty in number, from 38 squadrons, 'planes of the bomber, night bomber and fighter type have turned the green aerodrome into a sea of silver. But poor visibility caused the practice take-off to be postponed twice and owing to the time it takes to get airborne only 200 of them will actually participate in the fly-past 35 07 02a

1935 07 05

The King had 'Jubilee Weather' for his review of the Royal Air Force at Mildenhall Aerodrome where he inspected 28 squadrons of the RAF – five miles of aircraft in all – on the vast landing ground. The machines ranged from tiny 230 mph Gauntlets to giant bombers. Twice he left his car to learn some of the secrets of our latest flying machines including the power-driven machine guns mounted in the turret of an Overstrand bomber 35 07 05 & a

1937 07 19

Wyton aerodrome sold [1.5]

1935 07 25

Two RAF 'Bulldog' planes taking part in night flying exercises over Cambridge had to make forced landings when they were caught in a thick mist which came up suddenly. The pilots looked for an emergency landing ground and saw the lights of Marshall's aerodrome below. One succeeded in landing just before the fog blotted out the lights but the other five had to keep on flying until one ran out of petrol and had to make a forced landing at Duxford. In doing so the machine crashed and the pilot was slightly injured. 35 07 25

1935 08 15

A special meeting was called to discuss a complaint from Marshall's Flying School who felt the council was obstructing their business by aligning a road across the existing aerodrome site so they could not compete with a planned municipal airfield. Councillor A.C. Taylor had gone away on vacation but on receiving the agenda had chartered an aeroplane to get to the meeting. Ald Stephen said there had been a number of underhand actions and he wanted an assurance that Marshall's would not be prejudiced. It was agreed that the previous resolution was not in order. 35 08 15

1935 09 04

A crowd of 2,000 people invaded Marshall's Aerodrome to see a demonstration by M. Henry Mignet of his marvellous little machine, 'The Flying Flea'. Thousands of people would love to fly but could not afford an ordinary plane so he had built 'The Flea' which was a combination of kite and parachute. It cost £70 to build and can do 40 miles per gallon. He took it up to 1,000 feet and then cut the engine. The little machine floated gently to earth like a parachute and made a perfect landing. 35 09 04b – photo – 35 09 04

1935 11 22

The London branch of the Civil Aviation Corps was founded in 1934 and approached Marshall's Flying School who realised that such a corps could become of national importance. They have been coming to the Aerodrome regularly each Sunday and are now building a hangar for themselves where they hope to build a 'Flying Flea' and 'B.A.C. Drone'. Now Cambridge has started a local squadron; any young fellow over 20 years of age who is keen to fly will be welcomed. 35 11 22

**1936**

1936

*Please make what use of this you may. Kindly remember where it came from- [www.mikepetty.org.uk](http://www.mikepetty.org.uk)*

A 'Flying Flea' airplane was built by Mr W.V. Smedley of Wisbech in 1936 and tested in Cambridge. But when the test pilot was killed elsewhere, the machine was abandoned 63 10 11d

1936 01 28

The Air Ministry say it is very desirable that a new Cambridge municipal aerodrome site should be provided in the near future. Land at Milton had been recommended by Sir Alan Cobham but this would cost more than £33,000 and take at least two years to build. Messrs Marshall's existing flying ground at Newmarket Road is quite inadequate for present requirements and they could have a new site at Teversham ready in a year, councillors heard. 36 01 28b & c 36 01 30a

1936 02 07

The question of a Municipal Aerodrome for Cambridge has at last been settled. Messrs Marshall's new aerodrome at Teversham will be of sufficient size to enable Cambridge to have a fully licensed airport competent to meet the needs of commercial and civil flying. The council will remove the present restrictions on the site and divert a footpath but will have the option of purchasing the undertaking in 40 years and afterwards every ten years 36 02 07

1936 07 24

A former undergraduate told the court he had hired a plane from Marshall's Flying School and flown to Caxton where he landed and then taxied towards the Gibbet. There was a haystack between him and the hotel and he hit a pole which had been erected with a wind-sock, but there was no wind-sock. The propeller and two wings were damaged. But he disputed the cost of repairs and said the job could have been done in three days and two wings were not necessary: he'd had a similar accident at Lympe when the machine had been repaired next day for £35. 36 07 24c

1936 09 21

Mr H.R. Dimock of Ely, an enthusiastic air pilot, had a lucky escape from serious injury when his machine crashed at Cardiff Airport. He had been demonstrating a Super Drone machine in which the pilot sits at the front, the propeller being above and behind his head. Mr Dimock's hat flew off and caught in the propeller, which snapped. Luckily he was flying fairly low and was able to bring the machine down with only a minor crash. His injuries were very slight 36 09 21

1936 09 22

An RAF pilot had a remarkable escape when his Bulldog machine – a single engine fighter – landed on the railway line near Six Mile Bottom. He was engaged in taking weather observations in thick fog when he got into difficulties and descended in a field, crashing through a fence and on to the railway track. The force of the impact cocked the tail up into the air and it became entangled on the overhead wires running beside the railway line. This probably saved the pilot's life. An oncoming train was stopped and passengers wheeled the plane into a field. 39 06 22b pic 36 09 22

1936 10 01

A pilot summonsed for flying at a low altitude over the Cam at Fen Ditton told the court he was carrying a photographer for the Sport and General Press Agency. Herbert Cook was taking pictures of the Bumping Races from a side window using an ordinary camera with a long focus lens. They had to fly across the river and would not have got good photographs if they'd come down to the tree tops. There were a number of other planes from Marshall's flying about. Spectators complained he was too low and had caused one of the waitresses at The Plough to spill the things on a tray in the tea garden. The case was dismissed. 36 10 01 & a

1936 11 03

An RAF pilot and observer had remarkable escapes from death when their plane came down and overturned in a field near the Gogs. The pilot thought the place looked safe enough to land on from the air but when the plane touched earth the rain-sodden ground caused it to smash its nose into the ground and turn over. The pilot's helmet was covered with dirt as a result of being dragged along the

ground but he escaped with a bruised lip. The observer was entirely unscathed. Jack Utteridge, who has a petrol station nearby, was an eye-witness. 36 11 03a & 03

1936 11 06

Bassingbourn RAF proposed [1.3]

1936 12 12

Farmer killed in aircraft crash near Caxton Gibbet – 36 12 12c

## **1937**

1937 03 04

Sir Alan Cobham, the world-famous airman, spoke in favour of a nine-bedroom Airport Hotel on Newmarket Road. Every Continental airfield had a hotel where accommodation was available in the same way as at a terminal railway station. A man had a terrible inconvenience when he landed at an airport and a first-class hotel was one of the amenities which was going to make people fly. A rival proposal by Lacons Brewery was withdrawn: people like Mr Marshall who were training pilots were doing a work of very great importance and entitled to reasonable facilities. 37 03 04a & b 37 03 051

1937 04 01

Airport Hotel approved – 37 04 01a & b

1937 04 09

Civil Aviation Service Corps first open day at Cambridge aerodrome; bomb dropping contest – 37 04 09

1937 04 29

Five RAF men were killed when two bombers collided near Methwold. Three machines were flying in V formation when the propeller of one caught the tail of the leading machine. Both 'planes fell, one bursting into flames and coming down in a field, the other crashing on the bank of the river Wissey. Part of this machine was submerged in the river. Men rushed to help from Wissington Beet Sugar Factory, half a mile away, and tugs were sent up river with tools. Inhabitants of Stoke Ferry saw the planes collide and two men make parachute decent. The squadron only moved to Feltwell from Scampton a few days ago. 37 04 29

1937 04 30

Marshall's Aerodrome's special fire engine meets Air Ministry specifications for fire, first-aid and crash equipment. It is finished in fire engine red and black, the front seats are upholstered in best selected black hide and fitted with outsized fire and alarm bells. It is designed to meet any possible emergency with an impulse magneto which, together with the dash carburettor flooders and emergency gravity feed petrol tank ensures instant and easy starting in all weathers. 37 04 30

1937 06 24

Fatal air crash at Fen Ditton kills Horningsea man – 37 06 24 & a

1937 09 10

Many people assembled at Marshall's Aerodrome to see the competitors in the King's Cup air race pass over on their journey northwards. The first swept in from the direction of Cherry Hinton, roared over the 'drome and were lost in the void beyond, travelling at over 200 mph. But the majority of the entrants made for the wrong aerodrome, heading towards the new one near Teversham and when they discovered their mistake had to bank round towards the town. 37 09 10a

1937 10 19

Major-General Ernst Udet, ace pilot during the war, was amongst top German airmen who inspected two squadrons of giant Heyford bombers and the latest Battle Bristol-Blenheims, Harrow, Wellesey and Whitley aircraft at R.A.F. Mildenhall. They went into the body of the Harrow plane and three sat *Please make what use of this you may. Kindly remember where it came from-* [www.mikepetty.org.uk](http://www.mikepetty.org.uk)

in the cockpit of one of the others before watching the engines starting. The visitors, some carrying small dress daggers, also toured the station buildings including the mobile wireless transmitting, photographic and automatic control sections. 37 10 19 & a

1937 11 19

The new aerodrome at Teversham Corner is a great improvement. Pilots can glide down without having to dodge or scrape over trees or other obstacles and it is a pleasure to land on a flat piece of ground after the ridges on the old airfield. The size and spaciousness of the main hangar is impressive with huge sliding doors allowing any one of the single and twin engined civil airliners in use today to be accommodated with ease. A control tower is being built to replace the small one on the tarmac and a start has been made on a hotel. They should be in full swing when the aerodrome is officially opened next spring. 37 11 19 & a

1937 11 26

An inquest heard that three fighters had been attacking three bombers over Therfield when two machines touched wings and spun to the ground. One man fell out but his parachute did not open. – 37 11 26b – photo – 37 11 24

**1938**

1938 01 20

Ely Aero Club (Humphrey Roger Dimmock, proprietor) let out planes for private hire but not commercial purposes. They'd received a telegram from a man in Coventry asking to hire a machine for a day. He'd been offered a Hawk for £5. But as the certificate of Air Worthiness was at the Air Ministry the man refused to hire it, saying he was not satisfied with the condition of machine. He'd flown to Ely, having to land at a village because he could not find the airfield, and claimed expenses for the journey and hire of another plane. 38 01 20a

1938 05 05

Charles Daisley, a library assistant of Coronation Street, was injured when the aeroplane he was piloting crashed at Quy. He was practising forced landings when the two-seater, of which he was the sole occupant, landed in a field and tipped sideways. The front cockpit was damaged by the engine being forced into it. He was in the rear cockpit but sustained a broken nose and concussion. He was one of the first to join the RAF Volunteer Reserve when they started training in Cambridge a few months ago and was doing part of his 15 days' annual training. 38 05 02b

1938 06 18

Trainee pilot crashes at Marshall's aerodrome in Hawker Audax two-seater plane – 38 06 18

1938 08 04

Pilot parachutes from plane into beech tree at Thriplow, plane crashes Duxford 38 08 04

1938 08 05

Some 900 aircraft are taking part in an exercise testing the air defence of Great Britain. The attacking force will have 36 bomber squadrons (some from Bassingbourn and Wyton) while the defenders will consist of 23 fighter squadrons and 14 bomber squadrons, including planes from Duxford, Debden, Feltwell, Mildenhall and Stradishall. Anti-aircraft and searchlight batteries will be spread across the Eastern Counties. Bombers will fly without navigation lights unless other aircraft approach and fighters are forbidden from attacking below 1,000 ft 38 08 05a

Plane crashes at Melbourn – 38 08 08.

Mayor made tour of town, all in darkness apart from one or two lighted windows – 38 08 08b

1938 10 06

Cambridge aerodrome has been in use for some months but the building operations have only recently been completely finished. The immense aeroplane hangar already houses over 20 machines and has room for more. The engine overhaul and repair shops are every well-equipped and all the parachutes  
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are stored, packed and aired. The airport hotel has lounge bar, dining rooms and kitchen with guest rooms on the second floor. I have seen a lot of aerodromes but this takes a lot of beating for its well-planned layout 38 10 06

1938 10 07

Cambridge airfield was opened by Secretary of State for Air. There was no airport in Europe, with the possible exception of Berlin, which is so conveniently placed in relation to the town. D.G. Marshall recalled that in 1919 he purchased his first hangar from the Disposal Board and bought his first aeroplane. Some of his neighbours had told them to take their business elsewhere and now they had moved further out. The Flying School has been run in full understanding of University regulations; in most aerodromes the most profit-making department is the club bar, but there is not one here. 38 10 07b & c

1938 10 10

Spitfires first public appearance at opening Marshall's airport – 38 10 10a, b

1938 10 15

New Cambridge aerodrome opened – 38 10 15a

1938 10 19

Two RAF Wellesley bombers collide over Gt Dunmow – 38 10 19a

1938 11 01

Mid-air plane collision near Dunmow inquest – 38 11 01a, b

1938 12 21

RAF plane crashes in snowstorm near Milton Road railway crossing – picture – 38 12 21

## **1939**

1939-45

Crashed aircraft in Cambridge WWII – Mike Bowyer article – 58 01 25 & a

1939 02 06

Ralph Ernest Wright, a 19-year-old Ely pilot, set out in a Hawker Hind for his usual Sunday "flip" from No. 22 Training Centre of the R.A.F. Volunteer Reserve at Marshall's on Sunday morning. Over Ely he attracted attention with his stunting. Later more aerobatics thrilled the people of Chatteris. Then the plane dived from about 1,000 feet, straightened out and rose slightly at about 500 feet, then dived again, striking the ground with a sickening thud. The machine narrowly missed a house and buried its nose deeply into the grass turf, killing the pilot instantly. 39 02 10 CIPof 39 02 06

1939 02 10

Inquest on pilot Wright of Ely, who crashed at Chatteris – 39 02 10

1939 03 01

Blenheim crash at Wyton inquest – 39 03 01c

1939 03 30

The A.R.P. First Aid post at Auckland Road will be staffed by a doctor and trained nurse and give more extensive first-aid. Two practices have already taken place. A sham air raid was enacted last night with casualties brought in by ambulance and unloaded by stretcher bearers. Nurses and orderlies under the direction of Dr Walker, dealt with them. Realism was added by squibs which were let off and red paint was used to give the impression of real wounds. 39 03 30 & a

1939 03 27

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Marshall's airfield new hangars – 39 03 27

1939 05 19

An R.A.F. Volunteer Reserve pilot had a narrow escape at Marshall's Aerodrome. As he landed, his machine overturned, finishing up on its back. He ducked his head inside the cockpit, so escaping injury. The machine was badly damaged, but did not catch fire. 39 05 19 CIPof

1939 06 09

A young member of the R.A.F.V.R at Marshall's Aerodrome received concussion and the sergeant with him slight injuries when their plane crashed at Lode on Saturday. The crash occurred during practice flying. It is understood the plane hit a tree. Sgt. Stearn is a son of the Rev. A. J. S. Stearn, Vicar of Swaffham Prior. 39 06 09 CIPof

1939 07 28

Waterbeach Aerodrome. The Air Ministry of County Council proposed acquiring land at Winfield Farm, Waterbeach, as an aerodrome. The Council had 20 tenants there. Two of them won cups for the best smallholdings this year; both lost legs in the war. The Committee wrote to MP and made a strong protest to the Air Ministry. They said there was nowhere else they could possibly go. 39 07 28 CIPof

1939 08 19

Blinded by the dazzling beam of a searchlight and unable to see his instrument panel, an RAF pilot leaped by parachute from his plane as it dived to the ground and burst into flames at Steeple Morden. Flying Officer Jeff, of Debden, was flying a Hawker Hurricane in formation with two other planes when he was caught by the searchlight. He dare not move out of the beam for fear of colliding with the other planes and, unable to see his panel, got into a spin. He jumped out and landed in a churchyard. The machine fell near a cottage, setting fire to some trees and killing several chickens. There were several small explosions as flames reached the ammunition. All that remained was a charred and tangled mass of metal strewn about an orchard 39 08 19a

## **1940**

*Cambridge Military Chronicle 1939-1949 includes reports of bombing raids not included in this summary. RAF airfields are also not included here*

1940 09 20

Dornier Down. A Dornier 215 was brought down by anti-aircraft gunners in Cambridgeshire shortly before midnight on Friday. The three-inch guns damaged the bomber just sufficiently to force the German pilot to land. All five of the crew were taken prisoner 40 08 30 CIPof

1940 09 13

A man was killed when a barrage balloon drifted over Cambridge. Daniel Dunston was near the railway between Mill Road and Coldham's Lane Bridge when he was caught by a steel cable trailing from the balloon. He was carried for a distance of over 30 yards and then dropped, sustaining fatal injuries. Before the accident the balloon had passed over the town at a considerable height. In the Mill Road area it came lower, and the cable threw a wireless pole through the roof of a house in Mill Road. The interior of the house was not damaged and nobody was injured in this incident. The balloon then gained height and drifted in the direction of Teversham. At Teversham Hall an old chimney stack on a scullery was struck by the cable. A piece of the cable was snapped off and the balloon at once shot up into the air and continued in an easterly direction. Telephone wires were damaged and the electricity supply for a village was affected for a time 40 09 13 CIPof

1940 09 20

Junkers 88 crashed near Cambridge after being engaged by RAF fighters; four occupants taken into custody – 40 09 20a

1940 11 01

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Nazis Surrender to Woman. When a Junkers 88 bomber was shot down: at Stuntney two occupants, aged about 18 to 20, threw down their revolvers and gave themselves up to a woman, who was the first person on the scene. The two other members of the crew, who had baled out by parachute, were captured in Soham Fen and taken to Newmarket. The machine had been badly damaged by R.A.F. fighters and was finished off by another fighter. The Nazi pilot crashed on Mr. Owen Ambrose's farm at Quanea Fen. Mr. Ambrose told a reporter "The plane touched down in a ploughed field, jumped a ditch and came to rest in a beet field. The first person on the scene was Mrs. Ashman, who lives at the farm. As she approached the two men, they emptied their revolvers and threw them away. Other men from the farm came up and the Germans were driven away in a lorry by Mr. Brooks." The two who baled out were uninjured 40 11 01 CIPof

### **1941**

1941 09 27

Plane crashes garden Bene't Place, pilot killed – photos - 41 09 27

### **1942**

1942 04 03

Daring Rescue. The British Empire Medal (civil division) has been conferred on Mr Frederick Bertram Pearson farmer, of Westwick Hall Farm, Oakington, for the courage and determination he showed in saving the lives of two airmen when their machine crashed and caught fire. The plane, which was "bombed up", narrowly missed Mr Pearson's house, crashed through his garden and landed in an adjoining field, where it burst into flames. Rushing to the spot Mr. Pearson found one man trying to pull another more seriously injured from the burning wreck. With great coolness, Mr. Pearson cut of the harness of the badly injured man and carried him clear of the flames on his back, giving a hand to the other man at the same time. While he was doing this the heat was discharging bullets and the bombs were liable to explode. Two horticultural workers from Oakington, Wilfrid Josiah Brickwood and Edward Jabez Smith, have also received commendations for their share in the rescue. 42 04 03 CIPof

1942 07 10

David Gregory Marshall killed while riding, founded flying school and motor company; bought first plane at end war and erected hangar; founded Flying School in 1929 and built airfield 1938 – 42 07 10a

1942 07 10

Tests of the first jet-powered fighter were conducted at Newmarket Heath where on 10th July 1942 taxiing trial were held and two attempted take-offs made. It was then abandoned until more powerful engines became available. The first flight from the Heath took place in April 1943 but due to the bumpy surface fuel loads had to be kept to a minimum - 54 97 16

1942 10 06

Plane crashed in middle of Somersham, eight killed and six cottages wrecked – 42 10 06, caused by ignition of flare – 42 10 16

### **1943**

1943 01 04

Civil training plane, piloted by a woman, failed to take off from a local flying field at Cambridge and crashed into house, three trapped, pilot killed. House previously occupied by the head of the firm operating the flying field – 43 01 04, 43 01 06a

1943 01 30

Harry Denton Hartle awarded medal after plane taken off from airfield crashed and burst into flames near home, lived Milton – 43 01 30

1943 02 20

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***Cambridge AVIATION Chronicle, by Mike Petty***

Folk Museum annual meeting, E. Saville Peck acting chairman, Frost's flying machine had been offered but was nowhere to store it – 43 02 20a

1943 04

Tests of the first jet-powered fighter were conducted at Newmarket Heath where on 10th July 1942 taxiing trial were held and two attempted take-offs made. It was then abandoned until more powerful engines became available. The first flight from the Heath took place in April 1943 but due to the bumpy surface fuel loads had to be kept to a minimum 54 07 16

1943 04 12

Bringing bombers back to earth – work of the Flying Control during fog or when damaged – 43 04 12

1943 04 14

Construction of airfields – problems addressed – 43 04 14

1943 04 28

Plane crashes at Wilbraham Fen, kills pilot – 43 04 28a

1943 05 13

Plane crashes Newmarket racecourse, racing postponed – 43 05 13a

1943 09 06

University Air Squadron receive picture of Flying Officer Kenneth Campbell, the squadron's first 'VC', the pilot of a lone Beaufort that carried out low level attack on German battle cruisers in Brest harbour' Was 'up' 1937-1939 43 09 06

1943 09 17

Wonders of the Flying Fortress – visit to Memphis Belle – 43 09 17

1943 09 17

Wings for Victor" trophy presentation; includes five aircraft log books to be used in planes bought by Cambridge which will be returned after the war as a permanent memento – 43 09 17a

***1944***

1944 02 24

Dornier 217 crashes on allotments – 44 02 24, photos 44 02 25

1944 03 06

Town Clerk's daughter killed in plane crash when testing Tiger Moth after repair – 44 03 06

1944 08 16

RAF plane crashes in flames at Burwell, civilian and three crew killed – 44 08 16

1944 09 04 Bomber crashes Pampisford, four crew and civilian killed; farmhouse damaged – 44 09 04; four American soldiers also killed – 44 09 05; inquest – 44 09 06

***1945***

1945 02 06

Two aircraft crash in mid-air, one fell at Putney Hill Farm near Prickwillow and killed two children – Patricia Legge and Pamela Turner and three others who in bed were injured; - Mrs E. Legge, Mrs G, Howe and Mr R Howe; thought second fell at 'The Bracks' Wicken – CDN 1945 02 06a

1945 06 27

Cambridge and the balloon barrage: war work at the Gas Works – were 2,400 balloons. In 1940 supply of hydrogen became difficult and Cambridge approached as to facilities available such as blue  
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water gas and steam or existing plant such as purifiers and gasholders. Was one of 19 sites selected and production hydrogen started early 1942, producing enough for 8,000 balloons. They brought down enemy aircraft over an East Anglian city. Output increased due large number balloons required for the flying bombs. Loads of long round steel cylinders on long trailers carried them. Ascents from Midsummer Common before the last war needed gas supplied from the Newmarket Road works by a main specially aid for the purpose. Recently have made nitrogen of very high degree of purity for Air Ministry – CDN 1945 06 27

## **1946**

1946 02 08

Elementary Gliding Training School at Marshall's hopes to increase 'field' activities – 46 02 08

1946 02 15

Battle of Britain pilot killed in Meteor crash at Milton – 46 02 15

1946 02 25

Landing planes in fog; radar wonders at RAF Bassingbourn – 'Fido' demonstration – 46 02 25

1946 03 02

Richara Morrow-Tait completes flying test for Air Ministry A Licence; has flown solo and will shortly attempt some long distance solo flights. Is first woman pupil to fly alone since war stopped civilian flying – 46 03 02a; photo – 46 03 13

1946 06 12

Cambridge University Air Squadron ceases its wartime function and reverts to peace-time role as flying centre for undergraduates – photo – 46 06 12

1946 09 13

First Meteor jet plane on exhibition at Marshall's – 46 09 13

1946 09 18

Lancaster crashes in field off Cambridge Road, Waterbeach – 46 09 18

## **1947**

1947 07 04

Oakington plane crash, 47 07 04 p8

1947 07 08

Flying officer R.W. Ford was ferrying a Meteor jet-aircraft from Gloucester to West Raynham yesterday, when turbine trouble forced him to attempt a landing at Cambridge Airport. He crash-landed in a barley field about 200 yards short of the airfield. The tail unit broke off, and the aircraft turned completely round before skidding to a stop. Flying Officer Ford stepped out, uninjured except for a chip in the skin on the bridge of his nose. Within an hour he was on his way in an Anson that had been sent to fetch him. Crash-apparatus from the airport was quickly on the scene and R.A.F., Waterbeach, provided a guard 47 07 08

## **1948**

1948 08 18

Flying a proctor light aircraft Mrs Richarda Morrow-Tait of Cambridge set out from Marshall's airport on her attempt to be the first woman to fly a light aircraft round the world. She was accompanied by her navigator and co-pilot Mr Michael Townsend of Cranmer Road, Cambridge. They carried only a minimum amount of baggage but included in it was a .303 rifle and ammunition, as part of the flight will be over uninhabited territory. Maps and baggage stowed away, including some sandwiches cut *Please make what use of this you may. Kindly remember where it came from-* [www.mikepetty.org.uk](http://www.mikepetty.org.uk)

for Mrs Morrow-Tait by her husband the two climbed into the aircraft. Her husband said, "She is a wonderful person, full of courage and determination. The machine is an ex-RAF aircraft which has been thoroughly overhauled and fitted with a reconditioned engine. 48 08 18

1948 08 19

Miss Morrow-Tait, 24-year-old flying mother, today abandoned her around-the-world flight attempt. She left Marshall's airport yesterday but her plane was damaged in landing at Marseilles last night. She told Reuter's correspondent, "I hit a small ditch owing to bad visibility. The propeller was twisted, a wing damaged and the undercarriage also suffered. Our plan for a round-the-world flight in 200 hours is no longer realisable. I think I will probably go back to London and start again". When a C.D.N. reporter told her husband of her accident he said, "I don't care twopence about her abandoning the flight. I expect she will have another go" 48 08 19

## **1949**

1949 07 12

Sir - On 2nd July two Hornet aircraft flew over Kings College in perfect visibility at a height of well below 200 feet. My two children were very badly frightened indeed. I feel certain that even at the phenomenal speed of 400 mph in a somewhat out-of-date aircraft, a pilot should be able to avoid the centre of a town the size of Cambridge. There are some parents who have flown in aircraft, and their children too, and they have even been bombed by them. The curious fact is that young children are still scared to death of low-flying aircraft – Edward Leigh 49 07 12

1949 08 19

Cambridge's "flying housewife", Mrs Richarda Morrow-Tait, was resting following her arrival at Croydon last night on completion of her round the world flight, claimed to be the first to be made by a woman. She landed in England 366 days after she had set out from Marshall's airport where she learned her flying. She took off in a single-engined Proctor which was damaged in a forced landing and was replaced by a Vultee Valiant 49 08 19

1949 08 29

Murrow-Tait film Central, 49 08 29 p6

1949 09 02

Mrs Richarda Morrow-Tait's famous round-the-world flight is now complete to the very last mile. Yesterday she flew "New Thursday's Child", the plane in which she completed her journey on August 19th, from Croydon airport to Marshall's aerodrome, the place where she set off on her mission just over a year ago. Flying alone, she got a particular thrill out of wearing a normal dress for the trip instead of the flying kit to which she had become accustomed 49 09 02

1949 10 13

Newmarket and surrounding districts were shaken by an enormous explosion when a giant 6-engined American B50, the latest type of US bomber still on the secret list, crashed at Isleham. All members of the crew, believed to consist of 12 airmen, were killed instantly. The blazing remains of the aircraft were scattered over the area of 500 square yards on the Beck Road. Neighbouring farm buildings and haystacks at Worlington were set afire. The B50 is designed for long-distance bombing and is said to be specially adapted for carrying atom bombs 49 10 13

1949 11 10

The Chief of Air Staff, Marshall of the R.A.F. Lord Tedder came to Cambridge to unveil the war memorial at Magdalene college and to open the new Headquarters and Mess of the Cambridge University Air Squadron at Chaucer Road. The Cambridge unit was the first University air squadron not only in Britain but the world 49 11 10

## **1950**

1950 02 18

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Cambridge University Air Squadron's silver jubilee dinner at the University Arms also celebrated the arrival at Marshall's airport of an appropriate "gift" from the Air Ministry – the first batch of the eagerly-awaited new Chipmunk training aircraft which are replacing the squadron's Tiger Moth. In its 25-years the squadron had three types of trainers – the Avro 504, then in 1934 the Tutor and in 1940 the Tiger Moth 50 02 18

1950 04 25

An RAF jet "Meteor" fighter blew up in mid-air while flying over Newmarket, the pilot being killed instantly. The explosion, which shook the windows of houses and shops in the High Street, was seen by a large crowd of housewives who were out shopping. One witness said it completely broke up, folding into nothing. Only the fuselage held intact. The Meteor crashed into the ground some way off the Bury Road on the edge of Moulton Paddocks, and wreckage was strewn over an area a mile square. 50 04 25

1950 10 11

The crew of 11 of a USAAF B50 Super Fortress escaped when it crash-landed in flames at Mildenhall last night. The aircraft was returning from a routine flight and had one engine feathered. The right wing tip caught the runway and the external petrol tank burst into flames. The aircraft slid, burning furiously, for 500 yards but the crew scrambled to safety and were uninjured. The aircraft was a total loss 50 10 11

**1951**

1951 02 05

Three survived out of a crew of eight when a US Superfortress crashed and burst into flames at Manor Farm, Abington Piggotts shortly after taking off from Bassingbourn RAF station. The survivors were in the tail unit which broke away and somersaulted over the main wreckage into a neighbouring field. The crew inside stepped out almost unhurt. Firemen entered the blazing fuselage in their search for the rest of the crew. Exploding ammunition added to the danger of the work 51 02 05

1951 05 04

All three members of the crew of a Wellington bomber were killed when it crashed at Brampton. The plane grazed the tower of the church, damaged the roofs of four cottages, struck a "keep-left" sign and ploughed into the garden of a house, demolishing a summer-house. The aircraft disintegrated, the main part of the wreckage lying in the Thrapston -Huntingdon road. 51 05 04 Inquiry 8<sup>th</sup> p6

1951 05 19

Weather conditions permitting, a helicopter will be used over Cambridge to make an experimental traffic count. It is believed to be the first time an aircraft has been used for this purpose. If the experiment succeeds it will mean a great saving in manpower. A series of aerial photographs will be taken from the helicopter by means of an R.A.F photographic reconnaissance camera operated by Mr G.P. Reece of University Cameras. A cine-film was also being taken of the flow of traffic at important junctions in the town. 51 05 19

1951 06 28

Waterbeach jet crash, 51 06 28 p7

1951 07 04

A partly-open parachute was found in the wreckage of a training plane that crashed in a field at Yelling, Hunts. It belonged to the pilot of one of two planes which collided in mid-air. The occupant of the other machine descended by parachute. Arthur Larkin, agricultural labourer of Staploe, Beds., said: "I heard a noise in the sky. I looked up and saw one plane diving to earth with a wing missing; the other one was coming in my direction but turned and dived". Parts of both machines were strewn over a fairly large area and the engine of one of them was buried in the ground 51 07 04

1951 07 13

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The Royal Show brought considerable activity at Marshall's airport when an average of a dozen or more charter planes landed daily. Most of them were Rapides. The longest flight was from Prestwick, some 600 miles distant. The aviation side was represented on the stand of Pest Control Ltd; one of their Hiller 360 helicopters, fitted for spraying, rested on top of their stand. It was flown to the ground and landed without difficulty on the small platform 51 07 13

1951 08 09

A lorry driver was killed and an aeroplane crew of two seriously injured when a plane crashed at Ely. The Harvard two-seater from RAF Feltwell, first struck the top of a forge owned by Messrs Brand Brothers, then careered across the street, ending up with the tail and part of the body in St Mary's street, and the engine and forepart of the aircraft in a showroom belonging to Messrs T.W. Nice, garage proprietors. During its journey it hit a lorry owned by Darby's Sand and Gravel; its cab was hurtled into the showroom and the driver buried under the engine. One wing of the plane came off and overturned a car, the other ploughed into the middle of the road. 51 08 09

1951 08 29

An American F.84 Thunderjet hurtled out of control between the houses on either side of St John's Street, Beck Row and finally crashed outside the police station, killing the pilot. Several houses were damaged by pieces of wreckage but there were no civilian casualties. The aircraft, carrying out a routine flight over Mildenhall airfield, struck the runway with a wing when doing a banking turn. The pilot attempted to regain control but the aircraft hit the wing of a bomber standing near, ripping it off. It flew down the road with bits of wreckage falling off it. Then the tailplane fell off and it crashed. 51 08 29

1951 08 30

Witnesses said that a Scimitar Wing Handley Page 88 experimental jet plane "bucked like a horse" and exploded in mid-air before crashing at Stansted aerodrome. The high-speed prototype research plane was only taken off the secret list this summer. A main feature is the wing (swept back and then swept forward), the design of which, with the speed and performance of the plane is still secret. A farmer said: "The right wing appeared to come off and then the plane turned and the left wing came off and the plane broke up". 51 08 30

1951 09 17

The pilot of a Meteor jet fighter was killed before 3,000 to 4,000 horrified spectators following a mid-air collision with another Meteor at the Battle of Britain "open day" display at R.A.F. Station, Waterbeach. His mother was among those who saw the accident. One Meteor crashed within 200 yards of the crowd, burst into flames and exploded. The other fell on the edge of the airfield near the Cambridge-Ely road. It too burnt and exploded. The display was abandoned and the station commander said over the loudspeaker: "In view of the tragedy you have just witnessed there will be no more flying to-day. You are asked to go home as quickly as possible". 51 09 17

1951 09 27

The cause of the aeroplane crash in St Mary's Street, Ely, in August when a lorry driver was killed instantly and a pilot instructor received injuries which proved fatal, will always remain a mystery. At the resumed inquest the surviving member of the Harvard training plane's crew of two could remember nothing from the time when he was asked if he would like to try some new aerobatics to regaining consciousness in the R.A.F. hospital several hours later. A verdict of misadventure was returned. 51 09 27

1951 11 02

Jets collide, Waterbeach 51 11 02

1951 11 06

Meteor crash, Waterbeach, 51 11 06 p8

1951 11 26

Jet explodes, Huntingdon Road [2.15]

1951 12 17

Training aircraft crashes at Marshall's [2.7]

## **1952**

1952 01 04

An R.A.F. Meteor jet fighter crashed near Melbourn and wreckage was spread over a wide area. The pilot died on arrival at Royston Hospital after bailing out. A farm worker, Mr Stanley Wing, who was working on a stack near the crash received a fright when an engine whistled past him to bury itself in the ground nearby. Villagers in Melbourn reported that bits of the wreckage landed in the streets and on houses. There was, however, no fire. 52 01 04 Inquest 7th p7

1952 01 23

Five of the crew were killed when an R.A.F. Lincoln bomber from Upwood, Huntingdonshire, crashed and caught fire at Fincham, near Downham Market. Rescuers pulled one survivor from the wreckage and took him to hospital. The bomber had been diverted to Marham and was waiting to land. It flew low over the main road from Downham Market to Swaffham, struck a tree and burst into flames after crashing. Explosions were heard and wreckage was flung over several fields. 52 01 23

1952 08 13

Jet crashes Coton, p6, (inquest 18<sup>th</sup> p6) 52 08 13

1952 08 16

The public concern about jet fighter crashes is not shared by the men most affected – the pilots who fly the R.A.F.'s 600 m.p.h. Meteors and Vampires. On a special visit to the Advanced Flying School, Oakington, I found not the slightest trace of alarm or despondency. The atmosphere fairly crackles with energy and enthusiasm. Dozens of flights took place with smooth precision and at frequent intervals the gleaming silver Meteors howled down the runway and shot up into the sky, many flown by young National Servicemen who by the time they have finished their course are not only skilled jet flyers but are beginning to know how to use their aircraft as weapons. The Chief Instructor, Wing Commander Tomalin, persuaded me to accompany him on a half-hour trip in a Meteor two-seater. 52 08 16

1952 08 21

The first National Servicemen to be trained as Canberra jet crews are receiving their final training at 231 Operational Conversion Unit R.A.F. station, Bassingbourn. In one room twenty young men in flying helmets were busily working with slide rules and graph paper in small box-like cubicles containing an exact replica of what they would have in the plane, including the latest radar equipment. Another block was fitted out for "ejector seat" drill and it should take only 10 seconds to get from the nose of the aircraft back to one's seat prior to being ejected. Since the National Service aircrew scheme started in 1949 some 4,000 men have been accepted for flying duties 52 08 21

1952 08 23

Canberra crash, Therfield, 52 08 23 p6

1952 09 10

Two Meteor jet aircraft collided in mid-air over Over. One of the pilots landed near the church & the other near the Pike and Eel public house. The landlady observed: "We often have pilots calling here – but not by parachute". The electricity supply was cut when one of the planes struck an electric cable in Mow Fen, Swavesey. The other fell in a meadow behind Station Road, Over. Firemen put out magnesium flames which broke out in one of the engines after its impact on hitting the ground. The two aircraft were on a training flight from R.A.F. Station, Oakington 52 09 10

1952 10 23

Three farm labourers beet singling in a field at Westley Waterless had a lucky escape when they decided to break off for lunch two minutes before a Meteor jet fighter crashed into the field. Due to the heavy rain they decided to go home for lunch. The engines landed on the spot where the men had just finished working. Two of the men had reached the road but Mr V. Clements had stayed an extra minute or two in order to complete a row and was 50 yards from the crash. The pilot of the plane, on a flight from RAF Waterbeach, was killed. 52 10 23

1952 11 24

Confirmation from Newmarket of the Cambridge flying saucer report. Mr J. Beirne reported seeing 'a definite circular object while cycling along Madingley Road, Cambridge. Now comes a report from a bus conductor of seeing a 'bright cigar-shaped object' flying at great speed at Newmarket. It gave out an orange-coloured tint and was fire by three small tappets at the rear. There have been isolated cases of practical demonstrations of guided missiles being carried out in the Mildenhall area and on the Norfolk coast. These guided weapons are known to be capable of speeds over 2,000 m.p.h. 52 11 24

1952 11 26

Jet explodes Huntingdon Road, Cambridge – 52 11 26 p8, inquest 28<sup>th</sup> p8

1952 11 28

Jet crash, Dry Drayton, 52 11 28 p8

1952 12 15

Jet crashes Swaffham Prior fen, 52 12 15 p9

1952 12 20

Bomber crash, Bassingbourn, 52 12 20 p6 & 23<sup>rd</sup> p7

### **1953**

1953 02 03

Jet crashes Oakington, 53 02 03 p7 & 53 02 06 p9

1953 02 17

Croydon plane crash, 53 02 17 p6

1953 03 19

Marshal Tito saw two Meteor jets collide in mid-air and crash in flames as he was watching an air display at Duxford airfield. He jumped to his feet in horror as a great burst of red flame rose hundreds of feet into the air behind some trees at Chrishall. They were two of the four jets which had swept past his armchair before taking off. From their open cockpits the pilots each gave an "eyes left" to the Marshal who saluted back. Just after the crash there was a poignant moment when the two surviving Meteors touched down. Tito rose from his armchair, stood to attention and saluted the planes in tribute to the dead pilots. 53 03 19

1953 04 08

After an all-night search a Meteor jet fighter from R.A.F. station, Bassingbourn, was found near Field Barn, Orwell. The pilot's body was found in the wreckage. At midnight last night the BBC broadcast an appeal for the plane when it was reported missing on a routine flight. Police were asked to look out for the aircraft which was eventually found by an R.A.F. search plane. Mrs D.L. Hallett of Orwell said she was watching her television set when the house was shaken, but she did not hear what had happened until morning. Elsewhere in Orwell nothing was heard. 53 04 08

1953 04 22

Cottenham plane crash, 53 04 21 p5. 22 p8

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1953 06 05

Jet crashes Lode fen, 53 06 05 p8

1953 06 17

Jet crashes Caxton, 53 06 17 p9

1953 06 19

An open verdict was recorded at an inquest into the Venezuelan pilot of a Meteor jet plane which crashed near Pasture Farm, Caxton. Wreckage was scattered over a wide area. PC Leonard from Caxton described how he was awakened at 1.20 am by the roar of a low-flying aircraft. From his window he saw a red flash and heard an explosion. The pilot had taken off from Oakington just before midnight. He was in Britain as head of a Venezuela training mission. 53 06 19

1953 07 27

West Wickham plane crash, 53 07 27 p5

1953 08 10

The first question asked by the pilot of the Meteor aircraft which crashed near Bourn village was "Did it hit any houses? Was anyone hurt". Wing Commander Leonard Trent, V.C., had bailed out; many people saw the parachute and gave the alarm. The plane plunged into the earth in a field and buried itself; fuel escaped and set fire to the standing barley but farm workers beat it out with branches and sticks 53 08 10

1953 08 24

Swavesey plane crash, 53 08 24 p6

1953 11 05

The navigator of a RAF Canberra jet bomber was rescued when the plane crashed into a café at Beck Row, near Mildenhall. The pilot was killed. The proprietor of the café said the plane destroyed the back of his premises, smashed his kitchen table, flattened his car and plunged the whole place into darkness. The jet finished up in his back garden, straddling a chicken run and churning up his vegetables. It must have missed the roof by inches and it was a miracle no one in the café was killed. 53 11 05

1953 12 04

The possibility that Marshall's airfield might be used by jets and other high-powered aircraft provoked a vigorous debate at Cambridge City Council. Coun Warren protested at the construction of a hard landing strip: "The town is going to be menaced by high-powered aircraft which we know nothing about". But Coun Collins suggested that more powerful aircraft must come in time and added "The aircraft now landing there will soon be obsolete". Ald James asked: "If it is essential should the ground have not been moved further out into the country?" 53 12 04

1953 12 16

Four meteor jet fighters crashed in the Duxford area; three pilots parachuted to safety and one was pulled from his wrecked plane by farm workers. They were on a training flight from Waterbeach airfield and were not in collision in the air before crashing. It is possible the pilots abandoned their machines after running short of fuel. It is the second time that a plane has crashed at White House Farm, West Wickham; a Meteor came down at the back of the farm just before harvest. 53 12 16

## **1954**

1954

Cambridge Flying group formed, teaches flying on Tiger Moths [5.19]

1954 01 09

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A large meteorite is believed to have been seen over Cambridge. Following reports that an explosion, thought to have been due to a meteorite smashing into the earth's atmosphere, had rocked Dieppe about 160 miles from Cambridge, several members of the City Police Force have claimed to have seen the object. P.C. R. Barlow, on duty in Drummer Street described 'a meteorite of exceptional size, oval-shaped and green in colour' falling in a south-east direction. Other policemen claim to have seen the flash as it apparently struck the earth. 54 01 09 09 20

1954 02 19

As a result of the Air Ministry decision to close Reserve Flying Schools the V.R. Social Club bar at Cambridge Aerodrome is to shut. It provided recreational facilities for R.A.F. Reservists in training and since 1947 has hosted an annual ball and Christmas party. Many members loaned Squadron crests to decorate the Club premises and a fine array of silver and pewter pots adorn the bar shelves; these should now be reclaimed. . The lounge, television room and billiards room will still be available for use by Reservists until the end of April. 54 02 19

1954 05 14

The pilot of an R.A.F. Swift jet aircraft from Waterbeach airfield was killed when it crashed within 200 yards of a group of houses in Stretham fen. Had the blast from the aircraft, which exploded, gone in the direction of the houses then wreckage would most certainly have struck them. As it was pieces of the aircraft were strewn in a half circle for about 200 yards. Eye-witness Mr Leslie Pinion said: "the plane dived straight down in the field and exploded". It left a crater about 15 feet deep. Waterbeach was the first unit to be equipped with Swift jet fighters and the lightning-fast silver machines with their distinctive swept-back wings have become a familiar sight. 54 05 14

1954 05 21

People passing Cambridge airport were intrigued to see the arrival of a German-built ultra-light aircraft, the Zaunkoenig. The tiny plane which can land and take off from the proverbial sixpence and is virtually 'unstallable' is the only survivor of a group of ten; the others were destroyed in Germany towards the end of the war. It is present on loan to the Cambridge Private Flying Group, but the members hope to make it their property. With a cruising speed of only 56 mph it is an ideal aerial runabout and can be hired out for a mere 30 shillings an hour. 54 05 21

1954 06 04

Would-be pilots can now learn to fly for as little as ten shillings a week. A scheme introduced by Cambridge Aero Club now brings the cost within the reach of most pockets. For an initial payment of £1 plus the weekly amount they can then carry out one and a half hours flying in a four-week period, or more if they pay extra. The Club has been operating continuously – except war years – since 1929 and offers training facilities for the Student Private and Commercial Pilots' licences including instrument and night flying 54 06 04

1954 06 25

RAF authorities are investigating reports that two parachutes were seen to appear from a Canberra jet bomber shortly before it crashed in a sugar beet field near Six Mile Bottom. It had taken off from Bassingbourn a few minutes before. The three crew, who include a Royston man, have been reported as missing believed killed but only one body has yet been found. Mystery surrounds the crash but the finding of the aircraft's cockpit canopy in the Melbourn area indicates it might have become detached and been the cause of the accident. The plane hurtled into the ground in a field half-a-mile from the railway and made a hole about 40 feet deep, the sides of which collapsed almost burying the aircraft. 54 06 25

1954 07 14

Jets crash Six Mile Bottom, 54 07 14 p6

1954 08 14

Canberra crash, Wyton, 54 08 14 p6

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1954 08 16

The pilot of an RAF Vampire jet trainer from Oakington airfield was killed when his plane crashed into a cornfield at Dry Drayton. He succeeded in missing 18 Council houses and women picking fruit in a nearby orchard before the plane – smoke pouring from its tail – crashed into a field off the Oakington Road. It is thought the pilot might have been attempting to make a forced landing and crashed through a hedge before skidding along the ground for some distance. The engine and tail-plane were 40 yards apart but still intact after the crash 54 08 16

1954 08 28

Just after 9.30 on Thursday evening a CDN reporter was cycling along Victoria Road, Cambridge when suddenly a green coloured ball of light flashed over at great speed in the direction of Huntingdon. At the same moment his cycle developed all kinds of mechanical troubles. Wheels began to creak and groan and the chain parted company with the rear cogs. Then on Friday a lady at our Saffron Walden office asked 'Did you see the flying saucer last night', saying she too saw a light in the sky, this time red in colour, travelling fast towards Cambridge. Shortly afterwards her television had failed. CDN 28.8.1954

1954 08 31

Was it a flying saucer or an ice-blue star-shaped machine that flashed across the Cambridge sky? The 'star' description comes from Herbert Finbow who said: "My wife and I were taking the dog for a walk when we saw 'the thing' flash across the sky near our home. It was like a huge star, apparently mechanical and similar to the wartime 'doodle-bug' glow before it fell. We heard a swish as it passed overhead". The 'ice-blue' description completed the colour-trio for the object: it was reported green over Cambridge and red over Saffron Walden CDN 31.8.1954

1954 09 20

A perfect black smoke ring topped by a mushroom cloud hung in the air over a bombed fort hit by Meteors highlighted Waterbeach 'Battle of Britain' Saturday. Small boys clutching identification manuals pestered their less knowledgeable fathers with technical questions or casually recognised jet planes and provided exact data for ignorant mothers. They elbowed their ways into the cockpits of fighters on display – except the Swift, which was closely guarded. A mass scramble split the eardrums as the jets roared down the runway in pairs but most impressive was the tight formation flying of the modern fighters at low level. Stateliest aircraft were the long-range submarine killer Shackletons while 'Old Faithful', the Vampire V flew some skilful aerobatics. 54 09 20

1954 09 27

A 78-year-old gardener was cycling across the perimeter track at Oakington RAF Station when he was struck by a Vampire jet plane that was taxi-ing before take off. The pilot saw the cyclist crossing the dispersal area when travelling at 25 mph. He assumed the man would look to see if anything was coming and would certainly hear the plane. It was a rule that aircraft always had the right of way. He added: "the cyclist took a 90 degrees turn towards me suddenly. I turned slightly to the right and my left wing caught his neck". All employees were required to sign a document that under no circumstances could claims be made against the Air Ministry in the event of accidents to and from work. 54 09 27

1954 11 09

British military officers and civilian personnel from the Lakenheath air base witnessed a 'Skysweeper' firing demonstration at Weybourne range, Norfolk. This is the U.S. army's largest calibre automatic anti-aircraft artillery weapon – an artillery machine gun. It is the first weapon with radar, computer and gun on one carriage with fully integrated gun and fire control. The units are designed to spot and track with radar and aim and fire the gun semi-automatically at enemy aircraft flying near-sonic speeds at low and medium altitudes. 54 11 09

1954 12 03

*Please make what use of this you may. Kindly remember where it came from- [www.mikepetty.org.uk](http://www.mikepetty.org.uk)*

A Vampire jet aircraft from RAF Oakington attempting to land on a disused runway at Bourn aerodrome overshot and crashed across the main Cambridge to St Neots Road. It landed in a field and burst into flames. The pilot managed to pull himself clear of the wreckage suffering from severe burns and was given first aid by Sister Joan Webb of the Medical Research Department of Bourn Pest Control. All that was recognisable of the wreckage was the tail assembly and jet engine propulsion unit. The pavement on the other side of the road was smashed and crumpled by the impact when the plane crashed. 54 12 03

**1955**

1955 02 02

Flames shot 30 feet into the air as a Vampire Jet aircraft crashed in Landbeach, narrowly missing the church, school and rectory. Villagers crowded round the Rectory paddock where the plane fell. The crash stopped at meeting of the Women's Institute in the Rectory; the ladies ran out and saw the planes in flames but when they found they could not help they resumed their meeting. The body of the pilot was found almost at the door of the church, about 50 yards from the aircraft. 55 02 02a

1955 02 16

A Vampire jet aircraft on a training flight from Oakington crashed and exploded at Comberton, killing the pilot. Flaming twisted mangled parts of the plane carpeted a 500 yards radius, a bullock was badly injured and chickens were killed. A car was badly damaged. Pieces of the plane wreckage went through the roof of the kitchen of Fox's bridge Farmhouse where the farmer's wife was working. She described the noise as a 'terrific tornado' and flung herself down for safety. She tried to dial 999 but the telephone wires had been cut by the crashing aircraft. 55 02 16a

1955 02 16

A Meteor jet aircraft made a successful forced landing at Newmarket. The pilot informed his companion that he had run out of fuel and had to attempt a landing. He missed the racecourse runway at his first approach and was compelled to land on the Heath. The landing was perfect and the aircraft came to a halt at the finishing post on the Rowley Mile course, immediately opposite the photo-finish camera. A guard was mounted round the plane all night and the pilot took off next morning. 55 02 16b

1955 03 11

Cambridge University Airborne Club organised a parachute jump from a balloon on the Pemberton Estate. In the first cage for jumping, which took place from the usual height of 800 feet, were four regular soldiers; they were followed by 28 members of the Airborne Club in drops of five, all of whom were attached to regiments of the 16th Parachute Division, Territorial Army. The wind was quite sharp and gusty and most of those who landed were dragged yards by their inflated canopies. Quite a crowd of spectators gathered to watch the descents and many cars and lorries were drawn up on the Trumpington Road. All ended happily, with a cup of tea. 55 03 11

1955 07 30

Plane crashes, Upware, 1955 07 30, p12

1955 09 10

Pye demonstrated their new aircraft instrument landing system with a series of flights in Dakotas between Cambridge and the De Havilland works at Hatfield. The trips are also open to factory staff so they can see how the system allows the pilot to land without having to be 'talked down' from the ground. They had barely time to unfasten the seat belts, say 'Thank you' to the air hostess for packets of 20 cigarettes and the treble scotches before a loudspeaker commentary was started on the landing. 55 09 10a-b

1955 09 13

A 'flying saucer' object – one of which has been seen in the vicinity recently – will make an appearance at the Battle of Britain Show at R.A.F. Debden along with Hunters, Sabres and  
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Shackletons. The Valiant and Vulcan 'V' bombers will also fly over. There will an attack by Meteor fighter-bombers and the R.A.F. Regiment will deal with the 'flying saucer'. There are strong rumours that 'Dan Dare, Special Agent' will help the Regiment. 55 09 13

1955 11 15

When a Hawker Hunter jet fighter crash-landed near Upware pumping station the pilot was pulled from the aircraft and taken to the Ely RAF Hospital by a helicopter which had taken off from Waterbeach airfield carrying the Station Commander, Gp Capt Chackfield, to the scene of the crash. Units from Cambs and Fordham fire brigades were called but the aircraft did not catch fire. 55 09 30a

1955 11 15

A Vampire jet from RAF Oakington skimmed over Rampton before crash-landing in a field. The pilot managed to miss council houses and touched down, bouncing over and ditch and hedge before coming to rest in an orchard. Several villagers did not hear any explosion and only realised a plane had crashed when they saw the flames. 55 11 15

**1956**

1956

First season of operations of independent airline from Cambridge airport

1956 01 05

A practice bomb, inadvertently released from an American B47 bomber, fell in a ploughed field near Newport and buried itself in a crater 15 feet deep and 20 feet wide. It caused hundreds of pounds worth of damage to Biggs' nurseries; one man was wounded when sheets of glass were blown out and five other men ran clear. The crater was surrounded by large sheets of metal which was burned and twisted and scattered over a wide area. A lorry-load of RAF men wearing bow ties and white gloves with Wellington boots collected the fragments and men with picks and shovels removed a large container from the bottom of the crater. 56 01 05

1956 03 06

A captive balloon will be used for parachute jumping at Trumpington. Although intended primarily for members of the University Parachute Club, 50 'chutes have been allotted to the Cambridgeshire Regiment Parachute Light Regiment. All men now have a reserve parachute strapped to his middle as a second line of defence 56 03 06e

1956 03 13

Marshall's Flying School were granted permission to double the width of the 'hard land strip' on the airfield and extend it from the boundary of Coldham's Lane to the boundary of Teversham Road provided they erect suitable fences to prevent the possibility of jet slipstreams from reaching the roads. However planners feel the aerodrome is wrongly sited adjoining a residential area and that no further development should be given approval. 56 03 13a

1956 03 29

Waterbeach airfield to receive standard, history 56 squadron 56 03 29

1956 04 26

A Central School girl claims to have seen a flying saucer over Milton and Impington. "It came towards me at a very fast rate and disappeared back in the direction it had come. There were little windows all round it", she said. Asked whether it could have been the airborne elephant from Bertram Mills circus straying slightly off course she laughed and said "That is impossible". Nothing would shake her belief that this was a flying saucer. 56 04 26b

1956 06 06

The pilot of a Mark 5 Vampire training jet based at R.A.F. Oakington was forced to bale out of his machine while flying over Littleport. He landed safely in Camel Road and the plane crashed at the *Please make what use of this you may. Kindly remember where it came from-* [www.mikepetty.org.uk](http://www.mikepetty.org.uk)

side of a cornfield at Black Bank, Lt Downham causing a crater 15 feet deep. Norah Garner and Neville Constable ran to the wreckage and could see there was no one in it. The nose was sticking up in the air. 56 06 06a

1956 07 28

All four members of the crew of an American B.47 strato-jet were killed when it crashed and caught fire at Lakenheath air base while practising landings and take-offs. American fire-fighters were joined by the Mildenhall Fire Service in extinguishing the blaze and personnel working in buildings nearby were evacuated because of the danger of fuel tanks exploding. The B.47 is a swept-wing medium bomber designed to carry a bomb load of 20,000 lbs and can carry an Atomic Bomb. 56 07 28a

An American newspaper, the 'Omaha World-Herald' has reported that after a B-47 bomber crashed at Lakenheath RAF station in 1956 flaming fuel pouring from the ruptured tanks engulfed a building containing three nuclear bombs. If they had exploded radioactive material would have been showered over a large area. But a major accident was averted when the base Fire Chief ignored the burning bomber and its four-man crew and concentrated on dousing the flames surrounding the nuclear storage building. The incident was kept secret, as the British people had not been told that nuclear bombs were being kept in the U.K. 79 11 05

1956 08 31

At Oakington airfield there is a station cinema, the NAAFI provides television and haircuts and shoe repairs are free. A civilian tailor comes every week to fit the men for their uniforms and pyjamas are part of the Service issue. There is one full armed parade a month but most time is devoted to teaching young pilots to fly. It has enough ground staff for a large village since it takes from 50 to 80 people to keep one plane in the air, most are fitters and mechanics who tend the Vampires 56 08 31d & e

1956 09 29

The pilot and navigator of a Venom night fighter taking part in the Air Defence Exercise, 'Stronghold', were killed when it crashed in a sugar beet field near Sutton. Portions of the aircraft were strewn over a large area and flames were still visible in the bottom of a large crater some times later. 56 09 29a

**1957**

1957 01 22

Jet crashes, Dry Drayton 57 01 02 p9, 57 01 05 p9, 57 01 07 p8

1957 02 01

Cambridge was visited this week by a flying saucer that appeared to be about 500 feet above the ground, says a reader from Fanshawe Road. It had a dome-shaped structure on top with a series of windows around the edge, one of which was blacked out while the base glowed with a vivid green fluorescent colour that seemed to be bubbling. He contacted the University Observatory who says it might have been a meteor. 57 02 01a [3,9,7,1]

1957 02 04

Jet crash, Barway 57 02 11 p9, 57 0

1957 02 18

A farmer from Craft Hill Farm, Dry Drayton probably saved the life of a pilot who crashed in a Vampire jet aircraft in a field. He gave first aid to the airman who'd been thrown from the wreckage and was unconscious. He removed his harness, helmet, leggings and the watch from the pilot's swollen and discoloured arm. Then when an ambulance, a Jeep and a fire engine became bogged down he got a tractor and pulled them out. If the plane had exploded he'd have been blown sky high. 57 02 18

1957 08 09

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Cambridge residents watched a short aerobatics display and heard a radio commentary by the pilot of the aircraft at the same time. It was the first such broadcast. The commentator was Raymond Baxter, the aircraft a Tiger Moth of the Cambridge Private Flying Group. This was formed in 1953 to bring private flying within the reach of the man in the street. One of the lady members, Betty Willink, hopes to qualify for her Private Pilot's licence soon. 57 08 09

1957 08 17

Jet crash, Bassingbourn 57 08 17 p7, 57 08 20 p6

**1958**

1958 06 26

Jet crash, Whaddon 58 06 26 p8

1958 09 11

Jet crash, Duxford 58 09 11 p8

1958 09 12

Air link to Jersey, scheduled services due to start. May 1959 [3.14]

1958 12 05

Plane crash blocks railway, Oakington 58 12 05 p17

**1959**

1959 05 08

Cambridge University Gliding club – history – 59 05 08a

1959 05 20

The facilities for private flying and gliding in Cambridge are as good as those in many larger cities. At Cambridge Airport there exists a flying school, a flying group and a gliding club, and a few miles distant at Duxford another gliding club run by the R.A.F. Gliding and Soaring Association which caters for a limited number of civilians. In April 1935 the Cambridge University Gliding Club made its first flight field at Caxton Gibbet. A St Neots butcher, Tom Ayres, placed a field at their disposal and loaned them a barn for use as a hangar. (History) 59 05 20a & b & c & e

1959 07 09

Jet crash, Bassingbourn 57 07 09 p10, inquest 57 07 13 p9

1959 10 02

More than 900 passengers flew from Cambridge to Jersey in Derby Airways' first season's operations. The aircraft used were 19-seat Marathons and Pullman DC-3s, a 36-seat luxury version of the well-proven Dakota. The extremely good flying weather, coupled with a high standard of aircraft serviceability enabled the service to operate with almost 100 per cent punctuality. An inclusive tour service between Cambridge and Ostend, which is only available to passengers booking hotel accommodation, was also successful. Applications have now been made to open similar services to Zurich, Barcelona, Pisa and Zagreb. 59 10 02a [5.12]

1959 10 03

Jet crash, Willingham 59 10 03 p9

1959 10 15

A Vampire jet trainer aircraft which was formation flying with three others ploughed through electricity cables before crashing on its back in a field at Meadow Farm near Elsworth. Thousands of gallons of foam were poured on the wreckage by members of the Oakington RAF Station Fire Brigade and spectators were told to keep well clear as one of the ejector seats in the aircraft had not gone off and bare electricity cables were smouldering and sparking in the stubble 59 10 15b

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1959 10 20

Vampire crash near Conington inquest – 59 10 20

1959 11 03

Oakington plane crash – 59 11 03

1959 12 27

Britain's first gyrocopter has been built by an Ely officer, Wing-Commander Ken Wallis, who is serving at RAF Stanmore. It takes off in less than 100 yards and cruises at 80 mph. A second, much-improved version is now in the pipeline. Flying and building aeroplanes is a family tradition for in 1909 his father made a 'Wallbro' monoplane and his cousin, B.P. Wallis, is chief flying instructor at Marshall's Flying School 59 12 27b

***1960s The Cambridgeshire Collection has detailed newspaper cuttings files from this date***

1960 05 03

Passengers can now fly from Cambridge to almost anywhere in the world after Customs made available facilities for checking passports and luggage at the airport. Three large buildings are being converted into comfortable passenger transit, baggage and customs halls in readiness for the holiday rush. Marshall's have installed specialised electronic equipment and hope to develop it into the largest civil flying field in Eastern England. They also hope to capture the valuable trade of US service personnel from nearby bases to the Continent 60 05 03a [5.13]

1960 05 20

The remains of a large Stirling bomber which crashed just outside Icklingham during the last war, loaded with incendiary bombs, are now being unearthed by a team of RAF experts. The area is wired off and notices saying 'Danger. Unexploded Bombs' erected in the field. There are not many large pieces of the bomber left, as it exploded on crashing, but 20 live bombs and 1,000 rounds of ammunition have been recovered. They will be detonated on site when the work is completed. Things have been made more difficult with the large quantities of phosphuretted earth in the pit which can cause a nasty and painful burn. 60 05 20

1960 06 17

Direct and easy air travel to the Continent from Cambridge Airport is now possible for holidaymakers and businessmen as Airline operators and travel agents have taken advantage of the granting of customs facilities. Scheduled and chartered flights together with all-inclusive air tours will be available this summer, eliminating time-wasting journeys to London. The development of an international airport is also important to University undergraduates as well as hundreds of students taking exchange summer courses at the colleges 60 06 17c

1960 07 08

Jet crash Hardwick, 60 07 08 p17, inquest 60 07 12 p11

1960 08 24

A young Cambridge businessman has started a contract-hire scheme for light aircraft. Anyone who can fly a plane can hire one of four Austers from Grantair of Grantchester for a day, week or longer. Some Oxford University students recently flew one to Ghana; their trip proved profitable for they have been offered executive jobs in the newly-formed Ghanaian Air Force. Another plane is giving holidaymakers joy rides off an improvised landing strip on Blackpool beach. The firm also have an aerial taxi service and plan to import kits of special ultra-light aircraft from France so do-it-yourself pilots can build their own planes. 60 08 24

1960 11 04

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Cambridge University Air Squadron has six little Chipmunk trainers with nine experienced full-time RAF instructors. Every facet of flying is covered and when the examinations and tests have been passed students are the proud possessors of their pilot's "wings". As an additional attraction each receives a £35 bounty at the end of each year to say nothing of the six shillings a day pay for each complete day's training. Trainees can resign at short notice if they feel their academic studies are suffering and only a very small percentage enter the RAF 60 11 04c

## **1961**

1961 01 06

Cambridge University Gliding Club has a membership of more than 350, only half of whom are members of the University. They include Prince William of Gloucester, who is studying engineering. The instructors include John Hulme who was former holder of the UK record for a distance flight and Mrs Ann-Mari Neumann, a school teacher. Mr Bryce Smith, a civil engineer, is one of the Club's tug pilots. He says you can't glide without a team of people to help but you must be an individual to be successful at soaring. 61 01 06

1961 05 29

A leading RAF glider expert, Ernest Walter Clarke of Duxford, was killed when his sail plane broke up in the air over Fen Ditton – 61 05 29

1961 06 19

A workman had an amazing escape from death when an American F-100 Super Sabre jet fighter crashed less than ten yards from him, blowing a hole 15 feet deep in the centre of the main Sawston-Babraham Road. The blast of the exploding aircraft, which broke windows 200 yards away, picked him up and threw him into a field. The plane narrowly missed the Simplex dairy and farming equipment factory and a large housing estate. The pilot ejected and landed in the grounds of Pampisford Hall 61 06 19

1961 06 30

The number '22' has been a feature of life at Cambridge Airport for some time. In the immediate pre-war years No.22 Elementary and Reserve Flying and Training School was based there; during the war it became No.22 Elementary Flying Training School and with the return of peace Cambridge became home of No.22 Reserve Flying School. Now Cambridge Private Flying Group has included the number in its blazer badge. It was formed in 1953 by local businessmen John Peak who owned a Gemini, John Chapman with a Chrislea Ace, G.P. Reece (a Proctor) and Reg Marsh with his Taylorcraft Plus D. They are the 22<sup>nd</sup> group of the Popular Flying Association 61 06 30f

## **1961**

1961 07 05

A visitor to the Royal Show asked if he could park on the playing field of Fawcett School in Alpha Terrace, Trumpington, less than a mile from the showground. But the headmaster told him he could not. So he climbed back into the cockpit of his plane and took off with a 30 yard run. The machine had circled low before landing and Mr F.N. Walker thought it had made a forced landing. But the pilot, who was wearing a Royal Society member's badge, jumped down and asked if he could leave the plane there while he went to the Show. 61 07 05

1961 07 06

Queen Mother visits Royal Show by helicopter – 61 07 06

1961 08 18

The Dragon Rapide, one of the most popular types of aircraft from de Havilland, is disappearing from the local scene. Until recently Marshall's Flying Services used a fleet of four to operate charter services for jockeys and trainers from Newmarket. Built between 1934 and 1946 they are economical to operate and maintain and even now are a common sight. Some firms use them as executive

machines while others still plod the air routes. Marshall's has not entirely said farewell to the bi-plane era: they still have five Tiger Moths for instructional flying 61 08 18

1961 11 28

Two young fliers from RAF Waterbeach were given lifts by passing motorists when they landed safely by parachute after abandoning their Javelin jet fighter-interceptor aircraft high over Cambridgeshire. The 700 mph aircraft plunged into a field on Rectory Farm at Fox End Balsham and blew up, scattering wreckage over a wide area. Crash investigation work was hampered as live ammunition from the aircraft's canons was lying in the thick mud of the field where it crashed. 61 11 28

## **1962**

1962 01 12

How Cambridge caters for would-be pilots – Marshall's flying school, University Gliding Club & Royal Aeronautical Society – 62 01 12b

1962 02 23

The small puddle-jumping aeroplane is becoming part of the modern scene. Wing Commander K.H. Wallis, a member of the well-known Ely family, imported a Benson autogyro in 1957 and has carried out an intensive modification programme. The result is a practical single seat machine known as the Beagle-Wallis WA-116, far-removed from the original American design. It will leap into the air in about 25 yards and climb very steeply at over 1,000 feet per minute before landing in half the length of a tennis court 62 02 23e

1962 03 01

A young pilot escaped serious injury when he used his ejector seat at low level shortly before his Vampire jet aircraft crashed on the airfield at Graveley. 62 03 01

1962 04 23

Tiger Moth crashes at Caxton – 62 04 23b

1962 08 22

Two fliers parachuted to safety when their Hunting Jet Provost aircraft crashed into a corn field at Girton. It came down less than 100 yards from the spot where one of the first flying machines in the country force-landed 50 years ago. The same man who ran to the rescue of the pilot then was one of the few eye witnesses to the recent crash. He was 65-year-old Herbert Moore of Histon, a special constable in the County Police. The plane is believed to have been on a flight from the experimental centre at Boscombe Down 62 08 22

## **1963**

1963 05 25

A 1916 Sopwith Pup aircraft was forced to make an emergency landing in a field near Waterbeach. Police stopped traffic on the A10 while it was manhandled across the road on to the airfield 63 05 25a

1963 06 07

Stapleford man builds ultra-light monoplane in garage – 63 06 07c

## **1964**

1964 09 23

Cambridge airport, an asset to city – feature on Marshall's – 64 09 23a

1964 11 27

Wallis Autogyros Ltd, formed by Wing Commander Kenneth Wallis and his cousin, produce some of the world's smallest aircraft. Military versions of his autogyro have been tested by the Army and *Please make what use of this you may. Kindly remember where it came from- [www.mikepetty.org.uk](http://www.mikepetty.org.uk)*

reached more than 10,000 feet. Now the design is being simplified for amateur flyers. Twelve are being completed at a factory at 121 Chesterton Road. His father built the 'Wallbro' monoplane in St Barnabas Road in 1909, but it was destroyed by a storm 64 11 27b

**1965**

1965 03 17

Cambridge airport seek runway extension of 1000 feet, would divert Teversham road (opposition, inquiries, approved 1972) [5.15]

1965 04 22

Wallis Autogyros, Chesterton Road set up by Ken Wallis & Geoff Wallis of Coton Court – 65 04 22a

1965 10 12

Wallis Autogyro – first export order – 65 10 12e, 13a

1965 10 27

Barrage balloon from Cardington trailing 2,000 feet steel wire hits Magdalene college; 50 students evacuated due to fear of explosion – 65 10 27, a, 28a,b 6, 2J

**1966**

1966 08 09

Cambridge airport main runway may be extended across main Teversham Road but must not be used more than eight days a year, will enable larger and heavier aircraft to use it – 66 08 09a

**1967**

1967 04 18

Canberra bomber crashes into empty house, Steeple Morden – 67 04 18

**1970**

1970 09 12

Autogyro crash kills test pilot, Farnborough (5.4]

**1971**

1971 01 08

Hot-air balloons launched over Cambridge by Perse schoolboys – 70 01 08a

1971 07 15

RAF Oakington trains pilots – feature – 71 07 15

**1975**

1975 06 12

Cambridge airport new £100,000 custom's centre [5.16]

1975 08 04

UFO spotted [7 .2]

**1976**

1976 07 15

Cambridgeshire planners are asking major international airlines to start a high-speed airbus service linking Cambridge with Heathrow, Gatwick and Luton airports. They also want the network to extend to the other provincial airports in East Anglia. The journey between Cambridge and London airport frequently forced businessmen to stop overnight and the Philips electrical organisation thinks it is worth while running a trip for businessmen between its Dutch factory and Cambridge every week. But a director of Premier Airlines of Cambridge said he did not think there is a regular demand, at the price one would have to pay 76 07 15



**1977**

1977 07 15

Aircraft sabotaged at Cambridge airport (5,17]

1977 11 24

There was confirmation from Newmarket of the Cambridge flying saucer report. Mr J. Beirne reported seeing 'a definite circular object while cycling along Madingley Road, Cambridge. Now comes a report from a bus conductor of seeing a 'bright cigar-shaped object' flying at great speed at Newmarket. It gave out an orange-coloured tint and was fire by three small tappets at the rear. There have been isolated cases of practical demonstrations of guided missiles being carried out in the Mildenhall area and on the Norfolk coast. These guided weapons are known to be capable of speeds over 2,000 m.p.h. 77 11 24

**1979**

1979 01 05

First Thomson holiday jet Boeing 737 leaves Cambridge airport for Tunisia [5.18]

1979 05 14

Wartime memories came flooding back to the ex-servicemen who strolled across Witchford airfield. A giant hangar here, a derelict office there, and bits of crumbling runway everywhere: all helped them to remember the days when four-engined Lancaster bombers rumbled off the airfield on bombing runs to Germany. Other colleagues were at the nearby Shoulder of Mutton pub, supping pints & swapping yards. All were members of 115 squadron who had returned for reunion celebrations 79 05 14

1979 09 21

Three people died and seven were injured when two RAF jets crashed at Wisbech. One plane narrowly missed two schools and a college before plunging into Ramnoth Road, demolishing two houses and a bungalow. Hundreds of people, including the Mayor, frantically searched through the rubble for survivors. Police put a 'disaster plan' into immediate action and emergency services rushed to the area which was evacuated and cordoned off. The second plane crashed at New Drove, near the town's industrial area. The aircraft, single-seater Harrier jump jets, were based at RAF Wittering. 89 09 21

1979 09 22

Stunned and exhausted the Mayor of Wisbech spoke of the appalling tragedy which rocked his town. Coun Bob Lake was one of the first on the scene of the disaster in which an RAF Harrier jump jet totally destroyed two houses and a bungalow following a mid-air collision. "I just ran for the smoke as fast as I could. When I arrived in Ramnoth Road my heart stopped", he said. "I was informed that there was a man and a child trapped so I started tearing at the rubble. The remains of the three buildings were on fire and gas filled the air. The three people who died were a former Mayor of Wisbech, a 40-year old man and his 2½ year-old son. There were stories of narrow escapes as the plane passed narrowly over two schools and an 800-pupil college 79 09 22

1979 10 31

A US Air Force F111 fighter-bomber crashed at Harlton. Nearby houses were rocked and a great sheet of flame was sent up as the plane plummeted into a spinney. Trees were pushed downwards and branches torn off and only the tail section was visible embedded in the ground. First on-the-spot rescuers dashed around the meadows trying to find the crew, but they had parachuted down several fields away. The crash came after a series of low-level flying missions over the area. Only two weeks ago two RAF Harrier jump jets crashed at Wisbech 79 10 31

1979 11 05

An American newspaper, the 'Omaha World-Herald' has reported that after a B-47 bomber crashed at Lakenheath RAF station in 1956 flaming fuel pouring from the ruptured tanks engulfed a building containing three nuclear bombs. If they had exploded radioactive material would have been showered  
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over a large area. But a major accident was averted when the base Fire Chief ignored the burning bomber and its four-man crew and concentrated on dousing the flames surrounding the nuclear storage building. The incident was kept secret, as the British people had not been told that nuclear bombs were being kept in the U.K. 79 11 05

### **1980**

1980 01 04

One of the strangest new shapes in the sky has lifted off the runway with its Elsworth designer, John Edgley sitting next to a test pilot. His aircraft, the Optica, has been nicknamed the Bug Eye because of its odd looks. The cabin is a Perspex bubble and it is designed to have the low-speed capability of a helicopter but be as cheap and easy to fly as a conventional light aircraft, making it an economical observation plane. Its future roles could include powerline inspection, fire-watching, traffic patrol and pleasure flying CEN 4.1.1980

1980 01 11

Reports of a UFO which held Harston villagers spellbound have been received from other parts of the world. A researcher who investigated the phenomenon says they appear to be genuine descriptions of an unknown technology. Other reports have been received locally. Desmond January, a Cambridge estate agent, said he watched a line of three white lights which he thought at first were helicopters, but there was no noise and one shot away at right angles up into the sky. Another resident of Hauxton reported something similar that evening while on New Years Day a lady described seeing a dark cylindrical object pass over her home in Hills Road, Cambridge. The following day two teenagers at Girton told of a light 'burning like magnesium ribbon' 80 01 11

1980 09 17

An undertaker sitting in his van on the outskirts of Barkway saw a saucer-shaped unidentified flying object cruise silently past at a height of 60 feet. "We were eating our lunch and this brilliant silver object went past us", he said. "It was travelling about 30 mph and looked like two dustbin lids stuck together; it was moving in a straight line, not going up or down". Police say the Army had troops on manoeuvres in the area but it was nothing to do with them. 80 09 17

### **1981**

1981 03 04

The famous autogyros produced by Ely-born aviation expert Wing-Comdr Ken Wallis may soon go into production. They can carry out many of the roles of a helicopter but are much cheaper, costing around £17,000. A fighter version was used by James Bond in the film 'You Only Live Twice'. His father built his own aircraft in the garden of a house in St Barnabas Road in 1908; it flew from a field near Fulbourn but was later destroyed in a storm. 81 03 04a

1981 06 30

Just over 70 years ago an enthusiastic CDN reporter wrote about a 'brand new flying machine of the monoplane variety' built by Horace and Percy Wallbro in their back garden in St Barnabas Road. With an astonishing eye for technical detail he described the world's first aircraft built from light steel tubing. Now, using his notes, their sons have built a replica and proved it really could have flown 81 06 30a

### **1982**

1982 05 19

Prince Philip flew into Cambridge and made what is believed to be the first helicopter landing on Parker's Piece. It made quite a stir among people making their way to work. It may also have made them late because police cordoned off the Piece for the landing, special permission for which had been obtained from the City Council 82 05 19 [02,4.22]

1982 06 11

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The new flying craze, sport and business of microlights has arrived in Cambridgeshire. Taurus Aviation has been set up at Haddenham and with the co-operation of farmers they now have a choice of fields from which they can take off and land. Meanwhile a Haverhill Company is selling an American-made microlight for £3,000 including five hour's free instruction. It can be assembled in half-an-hour and carried on a car roof-rack. 82 06 11 b&c

1982 09 02

If you want to buy a microlight aircraft in Cambridgeshire there is only one place you should go – Taurus Aviation of Haddenham. They are agents for Puma aircraft with prices ranging from £2,317 for a single-seater to £3,230 for a two-seater model. A trial flight, just to see if you like the sensation, will cost £11.50 and dual instruction is £23 an hour. It seems a lot of money, but middle-aged people find it thrilling. 82 09 02

### **1983**

1983 02 17

A 130-ton TriStar airliner, the largest ever to land at Marshall's, marks the start of a six-plane conversion programme that will keep the firm's 800-strong aero-engineering staff in work for the next four years. The £50 million contract is to convert four into 37,500-gallon tankers for flight refuelling duties and the others to freighters with big cargo doors. 83 02 17

### **1984**

1984 03 21

Sonerai light racing plane built, Perne Road [5,7]

1984 03 21

A back garden in Perne Road has become a makeshift aircraft factory. Two plane enthusiasts, Peter Fabish and Andy Crumphorn have been chiselling, sawing and shaping the sheet metal, struts and spars which will eventually become a Soneral light racing plane capable of looping the loop and acrobatic flying. They intend to find a farmer's field from which to fly it 84 03 21 p7

1984 05 11

Millie Howes of Houghton will be reliving fond memories when she settles down to watch her television. She worked in the Portholme aircraft factory at Huntingdon during the First World War helping build Camel fighters. A film made in about 1917 is to be shown on the programme showing Millie working in the factory. "When we first started we were given carpentry lessons, then put on fuselages and had to put the struts in and wire them up, I supposed where worked on two planes a day", she remembers. We earned £2 a week, which was good money, but it wasn't very warm and we had no canteen", she says 84 05 11 p13

1984 10 19

Ken Wallis, the aviator who invented James Bond's "Little Nellie", has notched up two world records at RAY Wyton. Following a measured course along the 16ft drain at Chatteris he attained a speed of 117.8 mph – beating the previous record held by an American by almost 10 mph. He now holds 15 of the 16 world records associated with an autogyro. The Wallis family are no strangers to Cambridge. In 1910 his father took their Wallbro monoplane to a field near Fulbourn for a maiden flight. But after a couple of hops and a bump they called it a day. Now Ken hopes to arrange a commemoration to mark his father's efforts 84 10 19 p18 (16 by 1985) (5.9,5.10)

### **1985**

1985 02 14

The bug-eyed Optica plane designed in Cambridgeshire has won its certificate of airworthiness. It can loiter at under 60 miles and hour, carries three people and is intended for observation work, aerial photography and sight-seeing. It was invented by John Edgley of Elsworth who planned to build it locally. But because of difficulties in finding a suitable site the firm has moved to Wiltshire. 85 02 14a

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1985 02 14

Ken Wallis sets off for another record – 85 02 14

1985 05 22

Autogyro pioneer Ken Wallis has just notched up his 16th world record. Flying from Waterbeach, Ken completed his remarkable record-breaking flight to mark the 75<sup>th</sup> anniversary of the first public viewing of a monoplane built in Cambridge by his father and uncle. “It seemed that the anniversary should be marked in some way, so I made an attempt upon the one world record not held by my autogyro aircraft”, he said. 85 05 22a & b

1985 10 23

Edgley Aircraft, producers of Optica which was first flown 1979 goes into liquidation – 85 10 23

**1986**

1986 02 23

Two Newmarket families had a miracle escape when a blazing American jet crashed just a few feet from their home. The F-111 plane plummeted into the garden of a house at Clarehaven Stables in Bury Road. Wreckage was scattered over the garden and holes were made in the house roof. But miraculously no one inside was hurt. The plane’s two crew members were blasted clear by their ejector seats and were treated by a team from the Magpas ‘flying doctor’ service. 87 02 23

1986 02 23

The F-111 jet crash at Newmarket is the latest in a string of accidents. Two months ago two RAF Tornados plummeted into the countryside, one close to Peterborough and the other just missed a Norfolk school. In 1985 a Canberra exploded into flames when it smashed into fields near Alconbury. In 1981 a F-111 crashed while approaching Lakenheath and another rocked houses at Harlton when it hit the ground with practice bombs aboard. In December 1977 a fighter came down a few hundred yards from a Newmarket school sparking a major scare as police feared one of the plane’s bombs could have gone off 87 02 23a

1986 10 10

Inquiry into Cambridge airport plans for £15 million hangar [6.1]

**1987**

1987 01 12

It was pitch dark at 3am one Sunday morning as a Newmarket lorry driver was making his way north of Littleport towards Welney. He was talking to his wife on CD radio when suddenly a bright green light appeared in the sky. It was heading down to earth at tremendous speed, then changed direction and zipped across the road before disappearing. His experiences follow that of two Burwell women who saw huge orange lights above the fields near Swaffham Prior. These are the first unidentified flying objects reported locally for six years. 87 01 12

1987 02 23

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1987 06 06

Cambridge graduate Michael Foale has been named by Nasa as its first English-born space shuttle astronaut. Mr Foale, whose parents live in Cambridge, graduated from Queens’ College and *Please make what use of this you may. Kindly remember where it came from- [www.mikepetty.org.uk](http://www.mikepetty.org.uk)*

completed a PhD in Astrophysics at Lucy Cavendish College six years ago. He first learned to fly at Marshall's airfield while a student. "He is absolutely over the moon", said his father retired Air Commodore Colin Foale who lives in Cambridge. 87 06 06

1987 10 06

An amazing plan to relocate Marshall's Airport to Waterbeach airfield and use the hundreds of acres vacant for a massive housing estate will be put to county councillors. It would solve the city's shortage of land for housing and end aircraft noise problems for residents. The move would create more jobs and relieve traffic. There would then be no need to spend millions of pounds on a proposed new overspill village in the fens. But the airport authorities do not agree. 87 10 06

1987 10 15

Cambridge's first airborne pleasure trip service has just taken off. Techair, a charter company, offers flights from Marshall's Airport in a five-seater Piper Aztec. They charge £14 for a 15-minute trip over the city. The weather for the inaugural flight was dull, raining and windy, buffeting the plane as the pilot pointed out landmarks. The flights are nice for foreign tourists but are mainly aimed at local people who have no experience of flying a small plane. 87 10 15a

**1989**

1989 04 18

An A-10 tankbuster jet taking part in close ground attack manoeuvres ploughed into a field near Ramsey Forty Foot and exploded in a ball of flame. It came down close to several farms, tearing across a road and narrowly missing two vans as it disintegrated. US troops scoured the wreckage for potentially dangerous training ammunition. It is the third accident locally in four months: one crashed into a field at Earith and another crashed off the end of the Alconbury runway 89 04 18

**1990**

1990 01 15

UFO hovers over Marshall's [7.3]